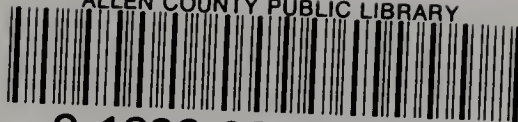


GEN

ALLEN COUNTY PUBLIC LIBRARY



3 1833 02710 8999

Gc 974.302 Sh43ha

Harding, Marie.

The history of Shelburne

✓

Shelburne

Proclamation

Whereas, the Town of Shelburne was founded Two Hundred years ago this August; ~ ~ ~

Whereas, the Citizens of the town ~ ~ ~ have seen to it that the Town prospered through these Two Hundred years; ~ ~ ~

Whereas, this Town has made significant contribution through these Two Hundred years to the State of Vermont and the Nation; ~ ~ ~

Be it resolved, that the Days of August 16th, 17th, and 18th 1963 be set aside to commemorate these Two Hundred years and let all the Citizens be called upon and feel duty bound to participate ~ ~ ~

Whereunto we inscribe our signatures this 27th day of June, 1963 ~ ~ ~

The Selectmen

John W. Clark
F. R. O'Brien

M. J. Repardon

Allen County Public Library
900 Webster Street
PO Box 2270
Fort Wayne, IN 46801-2270

GEN

5.15

Contains 11840 acres

A Plan of Lots as Surveyed in **SHEL BURNE**
Drawn by a Scale of 2 Inches to a Mile

John Tracie Allen

Shelburne Plan
Made by J. Tracie Allen
Proprietor
for said Township

A true copy from the original 18A ALLEN plan,
made Jan'y 1929, by Franklin H. Dewar, Civ. Eng.
Attest: J. H. Dewar



The History of Shelburne

*Printed in co-operation with
The Shelburne Museum
by
The Excelsior Press
1963*

TABLE OF CONTENTS

1. THE CHARTER
2. THE EARLY SETTLERS
3. LIFE IN SHELBURNE, TO THE CIVIL WAR
AGRICULTURE AND INDUSTRY
TOWN AFFAIRS
CHURCH HISTORIES
EDUCATION
4. THE HALFWAY POINT —
THE CIVIL WAR AND THE YEARS FOLLOWING
5. THE WEBB ESTATE
6. THE TURN OF THE CENTURY TO 1950
7. THE PRESENT, AND THE FUTURE
8. APPENDICES AND ACKNOWLEDGMENTS
9. DIRECTORY OF RESIDENTS

*Prepared and published for
the Bi-Centennial Celebration
of the Town of Shelburne
August 16, 17, and 18, 1963*

*Second printing, August 1989
Printed by Queen City Printers Inc.*

Copyright 1963

CHAPTER I

The Charter

The official history of the Town of Shelburne begins on August 18, 1763. On that day Governor Benning Wentworth of New Hampshire signed the Charter establishing the town.

The name "Shelburne," or "Shelburn," as it is often spelled in old records, was chosen to honor the Earl of Shelburne, a celebrated nobleman of the British Parliament. He was influential in upholding New Hampshire's claim to the land west of the Connecticut River as far as Lake Champlain.

The New Yorkers, under a charter from the Duke of York, governed much of what is now New York State and they also claimed jurisdiction over the land between the Connecticut River and Lake Champlain.

The settlers in this disputed territory had bought their land from the men to whom Governor Benning Wentworth had granted it. They knew that if the New York claim prevailed their lands could be taken from them. They also knew that in New York, farmers were tenants on land owned by a few large landholders, and the settlers were determined to retain their ownership of the land. So it was only natural that they supported the New Hampshire claim over that of the New Yorkers. These early settlers were occasionally visited by magistrates from Albany, the capital of New York, who were made to feel about as welcome as the plague. They were apt to be taken prisoner and "brought to trial; convicted of course" in the words of Ethan Allen.

Their punishment was both painful and humiliating; they were flogged with a branch from a beech tree. This punishment became "the beech seal"—a reference to a prominent feature of the seal of New Hampshire which was on the charters issued by Governor Wentworth. The magistrates so punished fled to the safety of Albany, never to return.

Governor Wentworth issued so many charters in 1763 that he must have resorted to a sort of "form letter" to advise the world of his doings. Shelburne's charter is, except for the names of the men to whom the land was granted, nearly identical with the charters of many other towns. These are its chief provisions:

The Charter opens with a strong statement setting forth the right of Governor Wentworth to assign the land because of its location within the territory of New Hampshire. The Town is to be called Shelburn. Next its size and boundaries are defined: 23,500 acres, presumably a six mile square.

It is to begin at a stake and stones, standing on the east shore of Lake Champlain, which is the northwest corner of Charlotte, which had been surveyed one year earlier. From this point the line is to run east seven miles, partly by Charlotte and partly by Hinesburg, to a stake and stones on the north side line of Hinesburg, then turning off and running north six miles to a stake and stones marking the border of Burlington, then turning off again and running west about six miles to Lake Champlain and south along the lake to the starting point.

The next section of the Charter states that the residents of Shelburne will be governed by the laws of New Hampshire, with the extra privilege of holding two fairs, and a market on one or more days of each week as soon as the town has fifty resident families. It also states that "the first Town Meeting will be held on the third Tuesday of September, 1763, and that thereafter the Town Meeting will be held on the second Tuesday of every March."

Next, the Charter sets forth the following five conditions:

First, that each grantee shall plant and cultivate five out of each fifty acres granted within five years.

Second, that all pine trees fit for masts for the Royal Navy shall be preserved for that use.

Third, that an acre plot in the proposed center of the town shall be reserved for each of the grantees.

Fourth, that each grantee shall pay an annual rent for ten years on each Christmas, of an ear of Indian corn.

And, fifth, that beginning in 1773, each settler shall pay one shilling proclamation money for each hundred acres he owns.

After the list of conditions comes the date, August 18, 1763, the signature of Governor Benning Wentworth, and the seal of the Province of New Hampshire.

Another paragraph is added at the bottom of the Charter, setting aside a 500 acre tract to be marked B. W., and counted as two of the seventy shares. Thus did Governor Benning Wentworth provide for himself. Further, one share is to be set off for the incorporated Society For the Propagation of the Gospel in Foreign Parts, one share for the glebe for the Church of

England, as by law established, one share for the first settled minister of the gospel, and one share for the benefit of a school.

SURVEY TO ESTABLISH THE TOWN LINES

The Charter of Shelburne states very clearly how the boundaries of the town are to be established, and then further states that it shall consist of 23,500 acres. As it turned out, however, there was not a six-mile square left between the already established southern border of Burlington and the northern border of Charlotte. While there were six miles of lake frontage available, the unclaimed land narrowed as it ran back from the lake. This accounts for the triangular shape of Shelburne, and the fact that it has only 14,272 acres, much smaller than the 23,500 acres the Charter stated. Thus the lots ran about 200-300 acres rather than the 360 acres figured for each town.

There were four parcels of tax-free land in town, these being established according to the terms of the Charter, and were as follows:

- 200 acres for the first settled minister
- 212 acres glebe
- 205 acres for the Society For the Propagation of the
Faith in Foreign Lands
- 233 acres for the school.

This left a total of 12,747 taxable acres.

Even so, Shelburne fared better than Saint George, its neighbor to the east. Saint George was also to have been a six-mile square, but when surveyed, found itself boxed in by existing towns, and ended with only 2,200 acres, or only 30 acres per lot. But many of the men to whom the land was granted were unaware of this, and the few who had traveled to inspect the land were loath to mention that the rights in this town were much reduced from the customary size. So the rights to land in Saint George brought the same price as the rights in other towns!

The boundaries of Shelburne were in dispute for many years. Originally, the very end of what was then called "Pottier's Point," and is known today as Shelburne Point, belonged to Burlington. In 1794, the Vermont Legislature made many changes in boundaries within Chittenden County, and the entire point was declared part of Shelburne. It was not until 1848 that the boundary between Saint George and Shelburne was finally established.

Besides the disputes about the town borders, the boundaries of the lots of land within the town were contested for many years. The first settlers apparently bought lots as surveyed by Ira Allen whose

survey was full of inaccuracies. A later survey was ordered by the selectmen to settle the problem of what land belonged to whom, but the two surveys were so different that the town was involved in many lawsuits before the affair was settled.

CHAPTER II

Early Settlers

THOMAS LOGAN AND JOHN POTTER

It was not until 1768, five years after Governor Wentworth signed the Charter establishing Shelburne, that the first recorded settlers, Thomas Logan and John Potter (sometimes spelled Pottier) arrived. These two were the first white men to settle permanently on the lands later to be incorporated into Chittenden County, except for Remember Baker and Ira Allen who were already living at the falls of the Winooski River. Although their dwellings, undoubtedly small log cabins, have long since vanished, the names Logan Point and Pottiers Point persisted for many years.

Where these men came from is uncertain, but records kept by Ira Allen speak of two Germans living on what is now Shelburne Point, and living there under grants from New York. Ira Allen adds that they were allowed to remain unmolested only "so long as they behaved themselves."

Whatever their origin, Thomas Logan and John Potter deserve credit for opening the lumber trade with Canada. They cut the virgin timber for ship building and conveyed it by raft to St. Johns, Quebec. Naturally the commanding officer at Montreal was anxious to protect this source of lumber. So, when the men delivered a load in 1775, he assigned them an escort of a sergeant and two privates to see them safely through the Indian settlements just south of the Canadian border. The money, or perhaps goods, carried by Logan and Potter, profits from their recent sale, proved too much of a temptation to the guard, and the two Germans were murdered on an island which has been known as "Bloody Island" ever since. Of the three men in the guard, two were a party to this crime and the third was sworn to secrecy. This third man several years later made known the details of the conspiracy and was severely punished by whipping for not having divulged his secret sooner. The two men actually guilty of the murder were tried, convicted, and executed.

MOSES PIERSON AND THE SIEGE OF THE SHELBURNE BLOCKHOUSE

About ten families had settled in Shelburne prior to the Revolution. They lived in the west part of town along the lake. The only one of whom anything is known is Moses Pierson. He had a farm of 1,000 acres which he bought in 1769. This land was later in the Meech family, and is now owned by Mr. Dunbar Bostwick.

In the fall of 1776 Moses Pierson harvested a large crop of wheat, but then fled this part of the state at the news of the approach of the British and Indians up the lake. In March, 1777 he returned with his family—his wife, two sons, and an infant daughter—and a company of armed men under the command of Captain Sawyer, in order to thresh out the wheat.

Before the work was done, however, the group was attacked by a large party, apparently of Indians. The Piersons, along with the soldiers and two travelers (who had stopped by to spend the night) defended the loghouse during the two-hour siege. Once the house was set afire, and the flames extinguished. When fire was again set to the house, all the water had been used. Luckily, Mrs. Pierson had brewed a batch of beer that day and the barrel of beer was used to douse the flames. Finally, the attackers retreated and were observed to place the bodies of their dead in a large crack in the ice. (Indeed, some of the bodies being thus disposed of showed signs of life.)

This episode is commemorated by a plaque on the site of the siege.

There is good reason to believe that some of the attackers were not Indians, but Tories. The successful resistance offered by Moses Pierson enraged the British, who forthwith announced a reward for his capture, dead or alive. Once the wheat was secured Pierson left with his family for the comparative safety of Orwell, Vermont.

Another incident occurring in Revolutionary days accounts for the name of Shelburne's principal river, the LaPlot. In 1775 Indian boats were observed in Shelburne Bay. The settlers watched covertly as the Indians made their way up the mouth of the river, where they left their boats. The settlers, watching the Indians continue on foot, presumably to plunder the homes of the settlers, decided on a plan of action: three of them slit holes in the bark of the canoes, while the others, perhaps seven in number, attacked the Indians with a ferocity which belied their meager numbers. The Indians retreated hastily, flung themselves in their canoes, and made for the open waters of the bay. Within minutes, of course, the boats began to fill with water, leaving the Indians the choice of death by drowning or by bullets. The settlers managed to kill them all. This stratagem gave the river the name "LaPlot" by which it has been known ever since.

THE DECADE FOLLOWING THE REVOLUTION

Apparently the few families living here prior to the Revolution all left for the better fortified towns in southern Vermont. But when the Revolution was over many families from southern New England made their way to Shelburne. They came on horseback or by ox-cart, carrying their meager possessions with them. Often they followed trails that were marked only by blazed trees along the way. Some of them made their way up the lake during the winter.

The first homes built by these settlers were log cabins, built of the trees they felled on their land. Naturally, these dwellings were small. The land had to be cleared to provide fields in which to grow food for the people and the stock. These fields were often fenced with the stumps pulled from them in clearing, and the cattle grazed in the woods beyond until pastures were cleared. A portion of the crops had to be saved for the following year's seed, and the job of cutting firewood was never finished.

Because most of these men came from Connecticut and western Massachusetts, they had four ideals in common. They believed that farmers should be allowed to own the land they farmed; they believed in the form of town government by town meeting—which they had grown up with; they believed in the importance of free education for all the children; and they believed in the importance of religious freedom. The first settlers brought along with their axes and kettles, the hope of establishing a community where a way of life, based on these ideals, could flourish.

In the spring of 1783 Moses Pierson and his family returned to Shelburne and re-occupied their farm. Mr. Pierson lived there until his death in 1805. He was active in town affairs, being chosen one of the three selectmen at the first Town Meeting on March 29, 1787.

Mr. Pierson's two sons, Ziba and Uzal, bought large farms nearby, and also remained in Shelburne until their deaths, in 1820 and 1836 respectively.

Richard Spear came to Shelburne on July 21, 1783 from Braintree, Massachusetts. He was the father of 11 children, the last of whom, Esther, was probably the first child born in Shelburne, the date of her birth being April 4, 1784. She died in childhood.

When Spear settled, on land partly in Shelburne and partly in Burlington, he took his grain by boat to mills at Whitehall, New York, and St. Johns in Quebec until the mill at Shelburne Falls was built.

Richard Spear died here March 19, 1788 at the age of 52. His farm and much of the surrounding land stayed in the Spear family for many years afterward.

William Smith, known as "Quaker Smith," arrived with his wife and grown sons in 1783. He settled on the point of land which bears his name, now owned by Sam Webb. This land was in the Smith family for several generations, and several Smiths are buried in a small cemetery on this property. Their graves were originally unmarked, according to the Quaker custom, but later descendants placed tombstones to mark the graves.

Quaker Smith had a son named Caleb Smith who later moved to New York State, but this son is not to be confused with another man of the same name who also came to Shelburne in 1783. The latter Caleb Smith later moved to Williston about 1800 where he died in 1810. While he lived in Shelburne he was active in town affairs, serving as town clerk and Representative to the State Legislature.

Hubbell and Bush established a store on Shelburne Point in 1783. The following year they built a blockhouse, the first dwelling other than a log cabin in Shelburne.

Rufus Cole, Thomas Hall, and Gershom Lyon also settled in Shelburne in 1783.

Captain Daniel Comstock settled on a point of land which still bears his name. His son Levi came in 1784. Both farms remained in the Comstock family for several generations. Captain Comstock filled many offices in town until his death in 1816, and his son did likewise until he died in 1847. Thus, there were eight families in Shelburne by the end of 1783, but at that time, not a single family in Burlington.

In 1784 and 1785 Daniel Barber, Captain Samuel Clark, Timothy Holabird, Sturges Morehouse, Remington Bitgood, and Jirah Isham settled here. Also Captain Israel Burritt, who lived in Hinesburg before he came to Shelburne, and whose son, Garrad, served at the Battle of Plattsburg during the War of 1812.

Aaron Rowley settled north of the center of town upon his arrival in 1784. His son, Aaron Rowley, was born here October 28, 1786, and was a resident until his death, October 4, 1866. Aaron Rowley was Shelburne's first constable.

Joshua Reed settled near the center of town and accumulated a great deal of real estate. One of his sons, Almon, became a noted lawyer in Pennsylvania, and served several terms in that state's Legislature, and then several terms in the U. S. House of Representatives.

Of the settlers who came in 1784 and 1785, perhaps the one who left the most permanent mark on the town was Captain Benjamin Harrington. He had long been a sea-faring man, and came here from Connecticut with his father and brother, William C., who became a leading Burlington lawyer. The Harringtons first purchased the store of Hubbell and Bush on Shelburne Point, and then in 1788 Benjamin Harrington purchased a large farm in what is now Shelburne village. The following year he opened the main road from Burlington to Middlebury. He also built the second frame house in town that year, the first having been built by Lazel Hatch in 1784. Benjamin Harrington erected the public house which is now the Shelburne Hotel in 1796. In 1807 he built the first church in Shelburne, called the "White Church." He was very active in town affairs, and the town meetings were held in his home for a long while.

When Benjamin Harrington died January 17, 1810, he left his heirs a great deal of land, both in the village and to the north and east of the village. Mrs. Henry Harrington, the widow of a direct descendant, lives in a fine old house which has been in the Harrington family all these years.

It has been mentioned that Lazel Hatch erected the first frame house. This dwelling was about 12' x 16', and was used as a store, slaughter-house, a currying room, a cooper's shop, a joiner's (carpenter's) shop, a barn, a hog house, a lumber room, and a hen house, until in 1855, being rather worse for wear, it was torn down. This house was located near the sawmill, also built by Hatch in 1784. The mill was situated on the LaPlot directly east of the public house, but being built on light soil, was soon abandoned.

The first mill of any consequence in town was built by James Hawley at Shelburne Falls in 1785. Hawley was Ira Allen's millwright and had previously constructed mills on the Winooski River and at Swanton. Within a few years Shelburne Falls had a dam with a sawmill and forge south of the present Falls bridge, a dam with a grist-mill at the foot of the 51' falls, and a carding and fulling mill in between. There were two large millponds. The LaPlot was spanned by a rudely constructed log bridge, and until the bridge north of the village was constructed several years later, this log bridge was the best way to get across the LaPlot safely. Therefore, the main route from Shelburne to Burlington led through Shelburne Falls, along Spear Street to the present site of the Mary Fletcher Hospital and then west into Burlington. James Hawley became a resident of Shelburne, and died here in 1813.

Others who came in 1786-88 were Phineas Hall, Keeler Trowbridge, Samuel Mills, and Eli Thayer. Also, Dr. Frederick Maeck, Shelburne's first physician, who practised medicine here for nearly forty years. He died June 30, 1826 and has several direct descendants still living in Shelburne.

During the years 1789-1791 there was a steady influx of settlers, so that at the taking of the first federal census in 1791, Shelburne's population stood at 389.

Bethuel Chittenden came here from Tinmouth, Vermont, and settled in the east part of town. With his coming the first regular church services in town were held. Since no church building had been erected, these services were held in private homes. Episcopalians from Burlington sometimes came to Shelburne to worship, there being no church there until 1830. Bethuel Chittenden died in 1809.

Several settlers chose land in the northeast part of town—Asa Slocum, Benjamin Sutton, Nathaniel Gage, Rosel Miner among them.

The Sutton family lived first in a log cabin (as did all of these early families), then built another log-cabin when the location of the road was changed, and then built the house that was expanded into the brick home on Dorset Street, in which descendants of the original Suttons live to this day.

Ebenezer Barstow was born in Canterbury, Connecticut, in 1756. He served during the Revolution, and came to Shelburne shortly thereafter. His farm stayed in the family for several generations and his grandson, General J. L. Barstow, lived there at the time he was elected Governor.

Jonathon Lyon and Dan Fairchild were settlers of this period, as were Asahel Nash, Hezekiah Tracy, Asa Lyon, Robert Averill, Joseph Hamilton, and Dudley Hamilton. Another was John Tabor, who lived in Rutland for a time, and for whom Mount Tabor is named. He became a large land-owner, and died here in 1813 at 47 years of age.

Colonel Frederick Saxton lived in Burlington before coming to Shelburne. He had a farm there which he sold to Col. Pearl upon moving. In Shelburne he lived on a farm near Comstock Point, and died by drowning April 28, 1796. He left three sons and four daughters, all of whom spent most of their lives in the vicinity. His second son, Horace, was especially active in town affairs, and served in the State Legislature.

The next years saw the coming of Francis Nash, the Blins, Lavater White, and the Honorable Ezra Meech, who bought Moses Pierson's farm, and served in both the Vermont and National House of Representatives. He engaged in a number of business activities, being a hunter and trapper, a store-keeper, a manufacturer of potash and a dealer in lumber. At the time of his death in 1856, he was about the largest landholder in the state, owning 3,500 acres.

William Blin came from Connecticut, settled on a part of the Governor's right south of the Spear farm. When he died, two of his sons – Samuel and Simon – inherited his property, and each kept a public house. Because of this, the road north of the village was long called Blin Street, and the area, the Blin District.

Joshua Isham came to Shelburne in 1793 after nine year s' residence in St. George. He purchased the land east of the Falls, and the store of Thaddeus Tuttle, who moved to Burlington and became a prominent merchant there. Next, Isham purchased the gristmill and the sawmill, and operated them until his death on April 9, 1840 at the age of eighty-two.

These were some of the men who determined the sort of town Shelburne was to become. Most of them were farmers, and the ones who weren't, depended on the prosperity of the farmers for their livelihoods. They took a keen interest in town affairs and many of them held public offices. They paid for the church and they built the schools.

These first settlers worked harder than most of us would be willing to work today, but their lives were far from grim. For one thing, they were improving their own lands and that was a source of satisfaction. And for another, the wild life and fish that abounded in the area were a source of splendid meals. The following tale from John Lambert's "Travels in Lower Canada and North America in the Years 1806, 1807, and 1808" proves that the O'Gradys, who lived on the farm now owned by Lester Thompson, were able to provide a meal for a chance visitor, and at the crack of dawn, that would put modern hospitality to shame:

"The master of the house, with two of his sons, were soon up, and, having put the kettle on the fire, made preparations for breakfast. About six o'clock, his wife and daughters, two pretty little girls, came into the kitchen, where we were assembled, and in the course of half an hour we had the pleasure of sitting down to a substantial American breakfast, consisting of eggs, fried pork, beefsteaks, apple-tarts, pickles, cheese, cider, tea, and toast dipped in melted butter and milk."

Lambert goes on to describe a bit of the life on the O'Grady farm, telling of the great number of cheeses made right there on the farm, and the device the ingenious farmer had made:

". . . for churning butter, he had made a kind of half barrel, with a place for one of his young boys to sit astride as on horseback. This machine moving up and down answered the double purpose of a churn for making butter, and a rocking horse for his children."

Lambert's account continues:

“Having made an excellent breakfast, we inquired of our worthy host what we had to pay. He said he should be satisfied with a York shilling (about 7d sterling); this however, we considered too small a sum for the trouble we had given him and his family, and the handsome manner in which he had entertained us; we therefore gave him a quarter of a dollar each, that being the tavern price for breakfast.”

Lambert probably considered the cider for breakfast not at all extraordinary, though nowadays it seems a little odd. The custom in those early days was to have cider with every meal, and visitors at any hour of the day or night were invariably offered a mug or bowl of it. The farmers made their own as a rule, but if they bought it, it cost about a dollar a barrel. And might I mention that this is HARD cider being consumed in such copious quantities!

Life in Shelburne to the Civil War

AGRICULTURE AND INDUSTRY

From the terms of the Charter, it might be assumed that Shelburne would become a farming community. Indeed, the first settlers were to have forfeited their rights to their lands unless they started to clear and cultivate them within five years.

So it is not surprising that the first efforts of the settlers were directed toward clearing the land and establishing farms. But at that time the demand for a certain by-product of land clearing was in great demand, and these people were quick to take advantage of it. Thus it happened that, as the land was cleared, the great trees were burned, water filtered through the ashes, and the water evaporated, the end product being potash, a material required in the finishing of woolen cloth and the making of glass.

The production of potash being a lengthy and demanding process, the farmers soon sought a central place where they could deliver their ashes for the final stages of production. So Benjamin Harrington established a potash works behind the Public House. This product was shipped, via Canada, to England, where it brought a price considered most generous by the currency-poor settlers.

This business was such a thriving one that the people engaged in it were loath to let the sloops used to transport the product be appropriated when the War of 1812 threatened. The settlers hoped that the disagreement leading to that conflict could be settled amicably.

The winter of 1812-13 brought Commodore Thomas Macdonough, recently appointed commander of the American Fleet on Lake Champlain, and the imminence of war. Commercial boats were seized and outfitted with armament in the lee of Quaker Smith Point. Macdonough's men were quartered in various homes in Shelburne, working on the boats every day, and enjoying their ration of rum every night. Macdonough himself spent part of that winter at Levi Comstock's home near Quaker Smith Point. In the spring the boats, now as ready for battle as time and available equipment allowed, were launched. The naval encounters resumed, culminating with the Battle of Plattsburg the following September. Macdonough scored such a decisive victory in that encounter that hostilities were virtually ended on the lake.

With the restoration of peace, the commerce on the lake revived. Before the War, news of Fulton and his steamboat had reached Vermont, and two Burlington men had constructed the second steamboat in operation in this country, and this steamboat had been used for the carrying of troops and supplies during the War. Now the period of steamboating began in earnest, and the packets, powered by sail, were soon displaced by the new boats.

At first these steamboats were built at Vergennes, the spot Macdonough chose because of the privacy it offered. This was not an ideal location, however, because of the early winters on the Otter Creek.

The search for a more suitable location led to the establishment of the Shelburne Shipyard. The first parcel of land for this purpose was acquired from Cornelius Van Ness about 1820. The first steamboat launched at the Shelburne Shipyard was the *General Green* in 1825. This was followed by the *Winooski* in 1832, the *Burlington* in 1837, the *Saranac* in 1842, the *United States* and the *Ethan Allen* in 1847, and the *Boston* in 1851. After the Civil War the *Adirondack* was launched in 1867, the *Vermont II* in 1871, the *Chateaugay* in 1888, *Vermont III* in 1903, and the last of the sidewheelers, the *Ticonderoga* in 1905.

In addition to the building of boats, the Shelburne Shipyard was the winter depot and repair headquarters for the Champlain Transportation Company.

Before the War of 1812 a Frenchman named Leblanc perfected a process by which sodium would replace potash, and this led, after the French Revolution, to the end of the potash boom. These figures give dramatic proof: in 1807 the value of potash exports from Vermont was \$1,490,000; in 1810 \$1,579,000; but in 1813 the value had dropped to \$204,000 and finally dwindled to nothing.

Some potash continued to be made in Shelburne for use here. The Carding and Fulling Mill at Shelburne Falls required potash for finish-

ing (fulling) the wool. Some potash was used in soapmaking, which was done in the homes in that day. It was not until 1845 that potash was found to be an essential fertilizer ingredient.

Even before the end of the potash boom, another boom was in the making. Sheep were already numerous in Shelburne. Then, in 1811 a few Merino sheep from Spain arrived in Vermont, and this superior breed with its heavy, oily fleece, caused a tremendous spurt in sheep-farming.

By 1840 Shelburne, with a population of 1,089, had 17,636 sheep and produced 36,677 pounds of wool. For the county that year, the population was 22,978 with 110,774 sheep and an output of 215,019 pounds of wool. The farmers drove their sheep to a spot at the south end of Shelburne Pond to be scrubbed before shearing, and a pile of rocks there were called "the sheep-rocks."

Besides selling wool, the farmers sold sheep. In time this led to the end of the prosperity based on sheep in Vermont. The open lands in the West were well-suited to large-scale raising of sheep, and except for a brief upsurge during the Civil War, the sheep-boom in Vermont was dying out by the middle of the nineteenth century.

Then the orchards were established and fruit growing was a major source of income for the farmers. By 1880, there were 17,740 fruit trees in Shelburne.

Dairy farming was always present, but the large-scale operations which Shelburne has today are fairly recent in origin. From the first settlers, Shelburne's economy was based on the farmers.

Around the middle of the eighteenth century marble quarries were opened in the east part of town. They operated only briefly, however, coming to a sudden end when too large a charge of dynamite was set off. Whether this was accidental or deliberate has been the subject of a good deal of speculation. Whichever it was, it crumbled the rock and ended the quarrying operations. Interestingly enough, within the past few years, the marble is again being taken out.

CHAPTER III

Town Official Business: Meetings, Officers, Taxes and Such

The first Town Meeting was held by the proprietors on March 29, 1787. In addition to many of the officials we elect today, the voters named a leather sealer, a sealer of weights and measures, and four surveyors of highways. The only matter other than the elections was a

vote which established the first Tuesday of March as the day of the annual Town Meeting.

In the following years the list of town officers grew to include haw-yards, gravediggers, and coffin-builders. The last two of these offices continued until 1861.

Hawyards were in charge of rounding up any livestock roaming around, and the inference from the records of the town meetings of the first several years is that these stray animals were a constant problem. In 1795 it was deemed unlawful for sheep to run at large. The following year it was voted that sheep would be forfeited if found running at large, the proceeds of the sale to go into the town treasury. Two years later this was changed so that half the proceeds went to the man capturing the animals, and half to the treasury.

The next year, 1799, it was deemed unlawful for swine to run at large. It was further voted that horses might run free, but that their owners were liable for damage caused by any such horses. Apparently the sheep, particularly the rams, still refused to observe the legal restraints placed upon them, since the proprietors voted dire penalties year after year.

The listers were elected at the first town meeting, and they must have set right to work, because in 1788 it was voted to raise £16-8-0 to defend the town in lawsuits brought against it, and £15-0-0 for the purchase of town books. The tithingmen, or tax collectors, were elected. Perhaps these men had difficulty in collecting the tax, as currency was scarce and much business conducted by barter; at any rate, the tax voted two years later was to be paid in wheat at 4/6 per bushel and 1 cent on the pound in hard money. By 1798 the tax rate had quadrupled, being 4 cents on the pound. This was to be paid half in money and half in good clean wheat, raising the possibility that, previously, some of the wheat turned in for payment of taxes was not worth much.

The revenue derived from taxes was spent on lawsuits, which were numerous because of conflicting land surveys and thus conflicting claims of owners as to the bound of their land, and also on roads and bridges. The constable submitted an expense account to collect the costs of serving ejection notices, as he was frequently required by the selectmen to do. The people were ejected, presumably, for non-payment of taxes.

Other matters voted on at those first town meetings were the establishment of "one or more places to bury the dead" and the acquisition of the services of a minister. By the early 1800's the question of building a church was under discussion. The voters urged the selectmen to keep better records. But of all their discussions, perhaps the

most curious took place on October 4, 1800 at a meeting held at the home of Capt. Benjamin Harrington. This resolution was passed:

“Voted that the small-pox shall be admitted in the town anoculation for the term of six months, or to the first of April next, under the inspection and direction of the selectmen”

By this resolution the voters committed the townspeople to a mild epidemic of small-pox, scheduled for the winter months so as not to interfere with the vital business of farming! There are no records, unfortunately, to tell of the outcome of this decision, or whether, if carried out, the disease was willing to submit to the selectmen’s orders to depart from the town as of the first of April.

The early records include much more than the minutes of the town meetings. For example, they show that the State also levied taxes, the first of which was for the establishment of a State Prison. A common crime in those days was counterfeiting because currency was so scarce.

Even before the first town meeting, the following registry was begun:

RECORD OF EARMARKS

Thomas Hall	Cross of left ear
Caleb Smith, Esq.	Cross of right ear
Moses Pierson	Slit in the end of left ear
Uzal Pierson	Two slits in the end of left ear
Rufus Cole	One-half penny the hinderside of right ear
Aaron Rowley	A hole through the left ear

The next year fourteen more farmers registered earmarks, and they necessarily had to select more complicated markings, and combinations of markings. Also evident are family preferences; for example, when the second Pierson son had to decide on a distinguishing earmark for his cattle he chose a slit in the end of each ear.

The town records also include births, marriages, and deaths. The family head would often record his birthdate and that of his wife and children. The first marriage was that of Levi Comstock and Hannah Bacon on October 28, 1790.

The first deaths in Shelburne, according to the tombstones, in the old cemeteries at least, were those of Hannah and James Pierson, ages 1 and 5, children of Ziba and Hannah Pierson. It is ironical that Moses Pierson’s son Ziba, as a youth of 15 had survived the battle of the Blockhouse and a harrowing escape from a Canadian prison, yet lost five youngsters in three years during the comparatively tranquil period after the Revolution.

It was 1820 before the town fathers took any action to have a bridge built at the mouth of the LaPlot. Until this time the many farmers in the west part of town crossed on a sandspit. As they did so, they must have been reminded of the Indians who were known to have camped near there before the coming of the white men and who must have crossed the river in this same primitive manner.

Phineas Hall was appointed to look into the best means of spanning the river, and he reported as follows:

“The best way to build will be to place mud sills 20' apart with posts about 9' long with caps on said posts and 4 strings with a 3' railing on the top boarded tight. The probable expenses: \$75.08.”

This plan was approved, and a 4% tax levied to meet the costs. The tax was to be paid one-fourth in cash, and three-fourths in cattle, wheat, corn, or oats.

The bridge was built, and perhaps it was grand enough to stir dissatisfaction with the other two bridges in town. At any rate, in 1824 a new bridge was built across the river on the Stage Road, that is, Route Seven of today, and in 1827 a new bridge was built at the Falls.

By this time Shelburne was a well-established town with over a thousand inhabitants. But it still adhered to some of the habits of its rougher days. For example, great quantities of liquor were consumed, and as early as 1815 the first voices of temperance were raised. There were 30 distilleries in the county and five Public Houses in Shelburne.

In 1830 the advocates of temperance joined to form a society to remedy this evil; the initial membership was 156 under the leadership of Rev. Louis McDonald, the Episcopal minister. Eventually the group changed its aim from temperance to prohibition. By 1852 they had apparently convinced their fellow townsmen of the rightness of their cause, for in that year Shelburne voted for prohibition in the statewide referendum.

Surprisingly enough in 1848 there was a bowling alley in town and this gave rise to another attempt to “legislate moral behavior.” Two of the selectmen gave notice to the owner that he must close his business for the public good. The third selectman, however, presented a minority report, stating his belief that the owner has the right to operate the bowling alley as long as it is not a place “for riotous and loose assemblages” which indeed it was not.

It is interesting that this rash of “legislating moral behavior” coincided with the coming of the railroad. The tracks were laid through

Shelburne in 1848, and the line was completed in Burlington the following year. Many of the men who built the railroad were Irish, and when they stayed on after the job was done, they were not looked upon kindly by the old settlers. Their language, their culture, and their religion set them apart, and perhaps it was this that led to such legal actions as are mentioned above.

CHURCH HISTORIES

As the Nineteenth Century opened, there was no church in Shelburne, and no services as we know them today. The Episcopalians, settled mostly in the east part of town, worshipped with Bethuel Chittenden, at his home, and a small number of Congregationalists likewise met occasionally for services in private homes. In 1800 a group of Methodists were visited by the Rev. Henry Ryan, a circuit rider from Vergennes who preached at the home of Joshua Read. But in general organized worship was pretty much a sometime thing.

Finally, after years of discussion, the selectmen gave Captain Benjamin Harrington a contract to build a church for the sum of \$5,000. This he did, building what was known as the White Church on land he donated (where Shelburne School stands today). Upon completion in 1808, his costs were met by an auction of the pews. Each purchaser became a stockholder and could assign his interest to the denomination of his choice. In the beginning the Congregationalists held the major interest and they obtained the services of Daniel Clark Sanders, first President of the University of Vermont. The Methodists and Universalists each held small interests in the Church, and occasional services, but for the first decade of its existence the Congregationalists attracted the most interest and support.

One lot in town was reserved for the first settled minister, and in 1819 the Congregationalists made a move to obtain the services of a permanent minister and so claim this property. Many of the townspeople unalterably opposed to this scheme, felt that instead the rent from the land should be divided among all the denominations. So they set about finding a minister who would settle here, and who would agree not to claim the lot exclusively for his denomination.

It so happened that a merchant in town, by the name of Peckham, had a brother-in-law up in Sheldon who had just completed his studies for the ministry and who was looking for a church. He was summoned to Shelburne and agreed to come, and not to claim the church lot. Thus it came about that Reverend Joel Clapp, an Episcopalian, became the first minister settled in Shelburne, and the revenue from the church lot forever divided among all the denominations.

This is brought about a decline in the fortunes of the Congregationalists, and a surge of interest in the Episcopal Church. This was partly because of convenience, and partly out of gratitude for the saving of the church lot, but also because of the remarkable ability of the minister.

Joel Clapp resigned in order to go to St. James in Woodstock in 1827 and Louis McDonald replaced him. Within a few years the influence of the Episcopal Church in the community began to wane.

The Methodists were a part of the Charlotte Circuit in those days. Sometime around 1825 they began to discuss building a church of their own, and in 1831 a brick church was built and dedicated on the present site of the Roman Catholic Church. Shortly thereafter the Methodists acquired a parsonage, the building which is now the Pierson Library, and instead of being served by circuit riders, the church had its first permanent minister, Reverend Zebulon Phillips.

However, the Methodists were not without their disagreements, and in 1840 Nathaniel Gage and some but not all of his neighbors from the northeast part of town, seceded and formed a church of their own. This group called themselves Protestant-Methodist and in 1849 built a church on Dorset Street near Barstow Road. The home now occupied by the William Lanes was the parsonage and the church was always called the "Gage Meeting House."

Cyrus Prindle had served the Shelburne Methodists in the days of the circuit riders and in 1843 he returned to Shelburne as resident minister. He was much opposed to slavery, and caused a group of perhaps twenty Methodists to separate from the main body and form a Wesleyan Methodist Society. They erected a church on what is now the Lull property, the Episcopalians still occupying the White Church.

A group of Congregationalists organized in 1851, but were unable to support separate services. Therefore, they, along with a few Free Will Baptists, joined with the Wesleyans, and the two groups together occupied the White Church. They used the Wesleyan Church as a parsonage and shared a minister with the Protestant-Methodists. The Methodist Church survived the loss of both new groups, and continued to hold services.

EDUCATION

In 1792 the town was divided into eight school districts in accordance with a State law requiring this division. It was 1812 before trustees were elected for these districts, and when the first school opened, is not recorded. Nearly every town meeting mentions a vote on

school district boundaries or the creation of new districts. There were as many as fourteen districts at one time. In those days each district was free to manage its own affairs, and the records of these district schools were lost, in most cases, when the schools were consolidated.

However, the records for District 5, in the northeast part of town, and the records of District 13, in the village, have survived, and they give details of the running of these schools.

The records of the village district begin in 1829, and indicate that there was no school in the village at that time. The voters met at Levi Comstock's Public House (now the Shelburne Hotel) to elect their officials. There must have been a disagreement as to how the tax collector would be paid, because the meeting was adjourned after the election of all the required officers except tax collector. When it reconvened, the office of tax collector was auctioned off to the low bidder, L. Hagar, who agreed to do the job for 7% of the receipts.

In 1830 the voters of District 13 asked the selectmen to set a price on an abandoned shop in the village. The selectmen set the price at \$45.00. Perhaps the voters thought that the price was too high, perhaps on second thought they considered the building unsuitable; at any rate they voted to build a brick building, 20' x 26', and paid Levi Comstock \$5.00 for the land.

In April 1831 the school was ready and classes began soon afterwards. The record from that time on is concerned mostly with who would provide the wood to heat the building. Occasionally repairs were ordered. It must have been the practise for the teacher to "board around" for in 1849 it was voted that the teacher be paid \$1.50 a week (presumably a raise in pay) and that she board herself.

The existing record of the Fifth District is much the same except that it begins in 1842 after the school was in operation for some time. The voters sometimes specified whether the teacher would be male or female, and also required that if a woman were hired, the semester would be longer. The school held two sessions, summer and winter. In this way the youngsters were free to help on the farm during the busy spring and fall seasons. The costs of the school were met partly by taxes and partly by tuition.

These district schools were small and the curriculum did not include high school subjects. To provide further education, an academy, or private high school, was established in the village. Apparently it did not flourish, as contemporary accounts scarcely mention it. The town did not support a public high school until long after the Civil War, so education for most of the youngsters was limited to the one-room school house.

CHAPTER IV

The Halfway Point

THE CIVIL WAR AND THE YEARS FOLLOWING

The Civil War marks the halfway point in the history of Shelburne from its founding to the present. Strong feelings were aroused on the subject of slavery. Generally speaking, the people of Vermont were opposed to slavery, and helped many runaway slaves escape to Canada by means of the Underground Railway. In Shelburne, the house now owned by the Strongs is said to have been a stop on the Railway.

When hostilities began, Vermonters rallied to President Abraham Lincoln's call for troops. A total of ninety-one men from Shelburne are credited with having served during the course of the war.

The ravaging of croplands in the South created a great demand for the produce of Vermont farms. Wool, to be made into uniforms, and food brought high prices. However, this was a time of false prosperity, for taxes were also high. The annual tax for the town ran about 10c on the dollar on the Grand List during the years before the war; during the war the tax went as high as 150c on the dollar. The money thus raised was used to pay bounties to the soldiers from Shelburne, and altogether \$16,110 was paid out for this purpose. Bounties ranged from \$60.00 to \$750.00, and were paid to a total of thirty-nine men.

When the war was finally over the false prosperity vanished. The demand for wool, which had been decreasing before the war, now fell off rapidly. The town was faced with a debt incurred to pay the soldiers' bounties. And many of the soldiers, having heard of the cheap and fertile land available in the west, left their homes in Shelburne to settle in the newly opened lands on the frontier.

In addition to these problems, which were common throughout the state, Shelburne faced the added burden of building a new Town Hall, for the White Church burned down in 1865. The townspeople voted funds to erect a new Town Hall, and the first meeting was held there in September of 1867. Probably the cost of this building was partly met by labor given in lieu of cash in payment of taxes, as it was not until 1869 that all taxes had to be paid in cash.

The period from the Civil War until the middle 1880's brought a renewed interest in religion and education. During this time a town high school was established. Classes were held in the upper story of the village grade school. Several of the outlying school districts were apparently consolidated, as the town had only eight districts in 1880. In

that year there were 242 students in town, out of a total population of 1,096. They were taught by eleven teachers, only one of them a man. The amount paid in salaries was \$1,373.50 and the total school cost was \$1,614.64. A tax of 15c was voted for the support of the schools.

By this time the schools were under the supervision of a superintendent, Leslie Gregg. He was most likely a teacher as well as coordinating the curriculum in the various schools. In addition, his wife kept a boarding house.

In 1870 the Methodists recognized that they would either have to make extensive repairs to their building or build a new church. The decision to build was made, but whether to build of brick or stone remained an issue until 1873 when the advocates of a stone church prevailed, and the present Methodist Church was erected. It was dedicated, debt-free, on February 18, 1874.

The old brick church was sold to Lee Tracy who dismantled it and used the brick to build the house in which the Henry Tracy's now live. In 1883 the Methodists purchased the present parsonage, and sold the old parsonage which was later to become the Pierson Library.

A quite thorough description of Shelburne in 1880 was compiled for Child's Gazetteer, and this is particularly interesting in view of the extensive changes made in our town during the next decade.

In 1880 Shelburne had 27 orchards with a total of 17,749 fruit trees. Harrison's Cider Mill on the road out Shelburne Point produced 25 barrels of cider a day in season. Dairy cattle were also raised, and milk was sold to James White who operated a cheese factory on the road between the village and the Falls. Farmers still grew wheat, as the Shelburne Flouring Mill was still in operation at Shelburne Falls. Lumbering was being done, and the Bartlett Company, also at the Falls, operated a saw mill. Sheep-breeding was carried on by eight farmers, four bred registered cattle, and four bred registered pigs.

The railroad provided employment for four men, and the Shelburne Shipyard employed several more. There was even a factory in Shelburne, owned by Baldwin and White, which employed 15 to 20 men and had annual sales of \$15,000. They made "the Baldwin Dry Air Refrigerator" and the "Champion Barrel Swing."

Other occupations listed in 1880 included a doctor, Alonzo Taggart; a minister, Reverend John Bennett; the Clerk of the Vermont House of Representatives, Henry Newell; and the Lieutenant Governor (later elected Governor) John L. Barstow. These last two are listed as farmers as well as government officials.

Many men were engaged in trades: Five were carpenters, six were carpenters and joiners (cabinet-makers), three were blacksmiths, and three were painters. One man made carriages, and one man painted them. There were shopkeepers and butchers, and one each of the following: Teamster, basket-maker, upholsterer, tin peddler, milk peddler, market gardener, and seed grower.

At this time there were about thirty houses in Shelburne village, and the same number at the Falls. The farmers were scattered throughout the town, many of them living on the land owned by their families for three and four generations. The northeast corner of town had its own postoffice, and there were a great many houses north of the village on Shelburne Road. There were more than a dozen farms west of the village and along the lake shore.

Shelburne's showplace in those days was the Stock Farm owned then by Colonel LeGrand Cannon, and now the property of John W. Clark. Cannon had a summer home in Burlington, Overlake, and was President of the Champlain Transportation Company for many years. His winter home was in New York City, and he was indeed a man of wealth. The Stock Farm was a hobby of his, and he often rode down from Burlington behind a magnificent team of horses, to check on affairs there. Our present librarian, Mrs. Ralph Marsett, remembers those days well, being brought up on the farm during the years her father, Leonard Ray, managed it. Particularly impressive were the fine thoroughbred racing horses that were bred there, and trained on a race-track nearly a mile in length.

So Shelburne in the early 1880's was very much a typical Vermont town. It had its rich, and also its poor; its famous and also its humble citizens. It was very nearly self-sufficient, lacking only those things more common to a city than a town, such as law offices, banks, and a newspaper, and these things were readily available in Burlington which was easily reached by train.

CHAPTER V

The Webb Estate

It was their friendship with LeGrand Cannon that first brought the Webbs to Vermont. In 1884 Dr. W. Seward Webb and his wife, the former Lila Osgood Vanderbilt, moved into their summer house, Oakledge, on the southern end of Burlington. Although Dr. Webb had been trained in medicine, by this time he had given up his practice in order to devote his time to his business interests. He was particularly interested in railroads, and was elected President of the Wagner Palace Car Company in 1885. He held this office until the time the Company

was merged with the Pullman Car Company. He also served as a Vice President of the New York Central Railroad, and at one time owned control of the Rutland Railroad.

An article appearing in The Burlington Free Press on December 30, 1887 described The Webbs' move to Shelburne:

Most of the readers of the Free Press know that Dr. W. Seward Webb made extensive purchases of land in the adjoining town of Shelburn a few months ago, but few are aware of the important changes and improvements he has made and is now making in the premises.

His domain aggregates 1800 acres of the finest land most picturesquely situated on the shore of Lake Champlain. As soon as the purchase was completed, Dr. Webb, with his well known business energy, began to arrange for a system of improvements and modern conveniences for carrying on a great farm and this work has occupied the attention of himself and a number of skilled artisans as well as an army of mechanics and laborers during the past summer and fall.

Dr. Webb has always taken an interest in and had an admiration for fine blooded stock, and it is to gratify his tastes in this and other directions that he has secured such a magnificent farm . . . The work of the past season on the farm includes the building of a large reservoir and pumping station, the laying of three and a half miles of pipe, making new roads, putting in a sewerage system, digging cellars for the large new house and barn, and erecting the following buildings: several large ice houses, a fine boat house, and quarters for the captain and crew of the yacht, a hen house 100' long with boiler house, all elaborately fitted up, a greenhouse 200 x 25 feet, a Swiss cottage for the gardener, a large laundry, a gardener's house for Major Wetmore, and now in progress the large new residence and great barn 200 x 60 feet with two wings 120 feet each, 30 feet posts and 12 feet basement. The water works have all been completed since the first of September. The doing of this work required the employment for a large part of the season of some 250 men and an aggregate outlay of \$2,000 a week.

One of the most important things done the past season was the putting in of a complete system of water works . . .

The work now being done is largely on Dr. Webb's elegant new residence and barn and other buildings. The new residence is located quite near the lake on what is known as the Edward Saxton farm, on the main road to Lovers Lane. It

was begun in August and is now being rapidly pushed forward and will be ready for occupancy in April. It is a spacious two story wooden structure, "squatty" in appearance and quite picturesque. It is 128 feet long and about 80' wide including piazzas. Outside it is clapboard on the first story and shingled above. It is built in the most substantial way and will cost about \$30,000 . . .

This great farm of Dr. Webb's will be remarkable not only for its fine buildings and its complete system of equipment but for its fine stock. There is already a splendid herd of 50 Jersey cows; 100 of the choicest Southdown sheep; several hundred of select breeds of fowl; 150 horses, 30 of which are fine brood mares, and three stallions; and Dr. Webb's representative has just arrived from Kentucky with his most recent purchase, a stallion of the Hambletonian strain known as "Happy Medium."

In another way Dr. Webb is going to have one of the most complete farms anywhere. He is making a great botanical collection and has already planted more than 40,000 trees, plants, and shrubs. The collection will include an arboretum containing a botanical collection of two of all kinds of trees, plants, and shrubs indigenous to Vermont.

This great farm will be conducted in the most business-like way. The farm is in general charge of Mr. Archibald Taylor (of Burlington . . . He is) assisted by Mr. John K. Weed, a Shelburne man admirably adapted for the position of general foreman on the farm. The carpenter work is in charge of Mr. N. E. Clifford, the stone work is superintended by Oliver Sorrell and the painting by F. L. Washburn.

Between then and 1901 the home, the Farm Barn, the Breeding Barn, and the Coach Barn were completed.

Eventually they also built the Ring Barn which was the largest in the world at the time, and is still the largest privately owned in the country. With its completion the hackney ponies could be exercised in any weather.

More land was added over the years. Dunbar Bostwick, who married Electra Webb, acquired the old Meech property south of the Webb Estate. The original farm is now operated by Dr. Webb's grandsons as two units, Shelburne Farms and Southern Acres. Several other members of the family have portions of the land which totals over 3,200 acres.

Originally Dr. Webb intended to establish a game preserve on his Shelburne property. However, he bought a tract of 50,000 acres in the Adirondacks in upper New York State instead. He built the Saint Lawrence and Adirondack Railway in connection with this project. He fenced and stocked his preserve, but a forest fire made it necessary to cut the fence to let the animals – moose, elk, and so forth – escape. However there was always an abundant supply of wildlife in the region, and Dr. Webb built a spacious lodge there to accommodate himself and his friends who often hunted there. The property, called Nehasane, an Indian word meaning – a beaver crossing on a log – is still in the family.

It was Dr. Webb's interest in horticulture that led to the development of the extensive gardens and greenhouses. In order to feed the livestock 1500 tons of hay and 1200 bushels of grain were harvested annually. The Estate also had to provide food, together with flowers and luxury fruits out of season, for the Webbs, and for the many employees. There were fruit trees and grapevines surrounding a huge vegetable garden area, which was carefully laid out in a formal garden pattern with gravel walks which in turn were edged with turf as carefully kept as any lawn. All this was surrounded with an evergreen hedge planting to break winds and trap the sun.

The immense farm building served many purposes. First of all it was the headquarters of the entire gardening operation. It was used for storage of both tools and such edibles as root crops, celery, and fruits. Mushrooms were grown in a part of the cellar, and coal, brought in by rail to stoke the furnaces which made the year-round operation possible, in another.

A special cellar was constructed to house the 'Bay' trees, in three-foot square tubs, during the winter. Pots of azaleas were also wintered here, and then moved to the formal garden for the summer.

There was a special conservatory for orchids, palms, and ferns. Grapes and melons were also grown under glass. A later addition was the violet house. During the years when a fresh bunch of violets was a necessity on almost any costume, thousands of blue or white blooms were picked from this house late in the day, bunched with leaves and cooled, to be sent by wagon to the station in the village. There they were put on the night train for delivery in New York the next morning.

Over the years many distinguished visitors came to Shelburne as guests of the Webbs. One of the better known was Admiral Dewey, on his triumphant return to his home state shortly after his great victory at the Battle of Manilla. Dr. Webb made his private train available to Dewey and his party, and on October 10, 1899, they arrived to spend the night in Shelburne. They were greeted at the Shelburne station with a 17 gun salute, and the music of the Military Band from Burlington. A crowd of three thousand was on hand to welcome the party, and in

addition, two hundred school children, waving flags, lined the road leading to the Estate, in order to catch a glimpse of their nation's hero.

In the autumn of 1901 Vice President Theodore Roosevelt traveled on Dr. Webb's yacht, *Elfreida*, from Burlington to Isle La Motte, where he was to be the guest of honor at the annual dinner of the Fish and Game League. During the speeches that afternoon Roosevelt received word, by telephone, of the shooting of President McKinley. After announcing this tragic news to the crowd, Roosevelt reboarded the yacht, and sped to Burlington, where Dr. Webb had arranged to have his private train waiting, and started out for Buffalo, New York. There, upon McKinley's death, he took the oath of office, and became President.

CHAPTER VI

Shelburne: The Turn of the Century to 1950

While the most dramatic change in Shelburne during the last 1800's and the 1890's was the establishment of the Webb Estate, changes were taking place in the rest of the town, too.

CHURCH HISTORIES

The Episcopalians, though few in number, decided to build a church. Land was given by Helen N. Harrington, and on it the stone building still in use was erected. It was consecrated in 1886. Soon afterwards it was enlarged through the generosity of the Webbs, and in 1891 Trinity Church resumed its standing as a Parish.

Dr. and Mrs. Webb brought many Roman Catholic employees with them when they came to Shelburne. A Chapel was erected on the Webb Estate, and a Priest brought from Burlington every Sunday to serve these people. Seven years later, in 1895, the present Catholic Church in the village was built, and the Chapel moved to the village to serve as a Parish Hall.

For the first eleven years, Saint Catherine's was a mission of the Vergennes Parish. Then in 1906 the stone rectory was built and the Church was served by a resident priest, Father Campeau. He was well-known and well-liked by the congregation, having served alternately with Father Beauchesne during the Church's earlier years. He served until his death in 1914, and was followed by the Reverend T. J. Henry who was in Shelburne until 1927.

THE PIERSON LIBRARY

In the year 1888 the Hon. J. L. Barstow and several other citizens united to start a free library. With gifts of money and books, about 100 volumes were gathered, and placed in the care of Mary Gribben, then postmistress, who served as librarian for \$15.00 a year.

The library made several moves before it was housed in the present building. For a time it was kept in Mr. Dubuc's upstairs hall, his daughter Anna serving as librarian. Later it was moved to a room over the store.

In 1909 a Library Building Club was organized to raise money for a library building. Such enthusiasm was shown that by the next year funds were available to purchase the present building from C. P. Van Vliet for \$1500.

Much work had to be done on the building to make it usable. A new front was added, with the piazza and its lovely pillars. An informal reception was held to mark the opening of the new building, on June first, 1911.

In 1922 the library became the Pierson Library as the result of a bequest of \$38,000 left by James Pierson, whose early life was spent in Shelburne.

The two wings were added in 1927 to provide space for reading rooms. A modern card-index was installed. Mrs. Ralph Marsett accepted the position of librarian and has continued in this position to the present time. Under her devoted care the Library has flourished over the years until, in 1963, it again finds itself outgrowing its building. Only this year "The Friends of the Pierson Library" was formed to once more explore the possibility of expanding our town's already excellent library facilities.

OTHER CHANGES

The Twentieth Century has brought innumerable changes to Shelburne. In 1902 telephone lines were brought into town. In 1904 the grist-mill at Shelburne Falls was completely renovated. The installation of four wheels of forty horsepower each increased the mill's capacity fourfold, to 3000-5000 pounds per hour. At the same time the creamery was moved from the saw-mill to the building now occupied by the Hood Store in Shelburne Falls. Butter was made there.

The Creamery in the village was erected about 1917, and operated until quite recently when bulk milk tanks made village creameries obsolete.

THE CASE OF THE POX

Whether or not it should be classified as progress, Shelburne got rid of its pest-house in 1903. It came about this way:

In June of that year a man arrived by train who was soon found to be a small-pox patient from St. Albans. He wandered from the Depot to the crossroads, where he fell asleep under the bushes outside the Tracy and Maeck Store.

The first Selectman and the Health Officer were sent for, and, realizing the necessity for prompt action, had the man taken to a vacant house south of the village where he could be kept in isolation.

The man, who spoke no English, did not agree with the need for isolation, so a guard had to be placed over him. One of the two doctors in town gave up the care of his regular patients to attend to the small-pox case. The possibility of an epidemic kept the whole town on edge for weeks.

Then, after thirty days of detention, the man was discharged as cured, and went on his way. No one else contracted the disease.

But the Health Officer declared the building used as a hospital contaminated, and so it was burned. The cost of housing, guards, food, doctor's bills, and medicine came to \$858.46, and had to be borne by the Town. Fully half the Selectmen's orders for the year cover expenses connected with this affair.

Somewhere around 1911 a Village Improvement Association was formed for the purpose of improving facilities in the village. Though this group was short-lived, it was instrumental in having electricity brought to town, in 1914, and in having sidewalks laid a few years later.

EARLY DAYS OF THE EVER READY CIRCLE OF KINGS' DAUGHTERS AND SONS OF SHELBURNE

One Sunday morning following the church service at the Methodist Church in the summer of 1889 or 1890, Charles Lee Tracy of New York City told a group of young ladies about the organization recently started by Mrs. Margaret Bottome. The Order was called Daughters of the King or King's Daughters.

His account of it interested and impressed the ladies so much that soon they called a meeting in Miss Belle Haven's dress making rooms over the present I.G.A. store. There our circle was organized under the name of Ever Ready Circle of King's Daughters.



The Shelburne Hotel in 1896



The Comstock House, 1850 (on the Webb Estate)



The Covered Bridge Across the LaPlotte on Route 7



The Wesleyan Church



The Mead and Tracy Store about 1875 (now the Shelburne IGA)



The Maeck Homestead (built about 1800)



The Village School at the turn of the Century



The Village Green in 1908



The Spear House, 1800 (Mrs. Carl Lozon)



First Episcopal Rectory, 1833

Present members are:

James V. Moulton, Chief
Lloyd Abare
Donald Bean
Oliver Bora, Lt.
Stanley Bellam
Joseph Catella
Edward Coleman
Raymond Conner
George Deavitt
William Deming

W. Roger Fisher, Capt.
Donald Haggerty
George Lavalette
Rufus Morrow
S. C. Muzzy, Sec.-Treas.
Donald Rocheleau
Leo St. Hilaire, Lt.
Fred Taylor
Harry Wooster, Jr.

In 1924 the Town Hall burned down. Meetings were held in the Woodmen's Hall, in Shelburne Falls, and also in the school auditorium for the next three years, while the voters weighed various plans for the erection of a new building.

Then the late Mrs. J. Watson Webb offered to build a new Town Hall as a memorial to her parents, and the present building was erected.

Also about this time, the late Charles Ordway of Burlington built a group of summer homes along the lake near the southern town boundary. These he sold to friends of his, and these families have been spending summers in Shelburne ever since.

The property also included an orchard of 30 acres, and the Albert Thompsons came to manage the orchard business. Not being kept busy enough by that, they purchased two foxes for breeding, and established the silver fox farm on Webster Road, in 1925. This was a unique combination of interests, but made excellent sense as the busy season at the orchard was the summer and fall, and the busy season on the fox farm was winter.

By careful breeding they improved the quality of their stock, and at the peak of their operation were marketing 100-150 pelts a year.

The farm continued in business until just after the Second World War.

THE SHELBURNE PARENT TEACHERS' ASSOCIATION

In the early 1930's a Mother's Club was formed in Shelburne. This group's aims were much the same as those of the PTA which was beginning to be known nationally, and in 1945 the Mothers' Club was replaced by a Parent Teacher's Association unit organized in the Shelburne School. Its first slate of officers was: President, Mrs. Helen Lau-

rence; Vice-president, Mrs. Rita Thomas; Secretary, Mrs. Martha Clark; Treasurer, Reverend J. Lynwood Smith. Its first job was to take over the school lunch preparation from the Home Demonstration group. From a kitchen boasting a three burner kerosene stove, no refrigeration, cold running water and a 2 x 5 foot sink, lunch was served to 150 students a day. The P.T.A. formed a parent-teacher-student council which, under the chairmanship of Mrs. Lucy Stewart, discussed school problems and made recommendations. Through its interest, a music course, conducted by a university student, Miss Lorraine Farrell of Shelburne, was started.

Funds were raised in the beginning years by public dances, card parties and public dinners, but in 1953 the Korny Kapers was first presented and since then has become an institution and a highlight of the winter season, as well as a main source of revenue. In 1962 the community calendar was sponsored and has since become a support of an ever-growing budget.

Since its inception, the P.T.A. has served the school materially in providing visual aids, playground equipment, assisting with the athletic banquet, supporting delegates to Boys' and Girls' State, serving in the health clinics and in many other fields. In a less tangible way it has served as an impetus and a support for better educational offerings for the town, culminating in 1963 in the town's approval of a bond issue for a new union high school.

CHAPTER VII

The Present, and the Future

The present era of Shelburne's history began soon after the Second World War. This period is marked by the coming of the "commuters"—families who derive their income from various firms in Burlington. Immediately after the war, South Burlington and Essex Junction had a great influx of these families, due to housing developments geared to their needs in those communities. Shelburne never experienced this sudden influx of families; rather, they came gradually, but steadily, from about 1950 on.

At first they were dispersed throughout the entire town, but now a great many of them live in clusters: south of the village, on Shelburne Point, and in Shelburne Heights, Pine Haven Shore, and Hullcrest. There are also two trailer parks in town.

There are doctors, lawyers, professors, and a surprising number of architects among them.

The number of youngsters in town has increased enormously, and three additions have had to be built onto the Central School since the War. The four classrooms which will be made available when the Union High School opens will be needed by the Grade School as well.

During this period there has been an ever-growing interest in the P.T.A., and other organizations active in promoting the welfare of our young people. Ten years ago, both Girls Scouts and Boy Scouts were initiated. The success of the Girl Scouts, and also the junior organization, the Brownies, is due in large part to the efforts of Mrs. John Stephens, who has served throughout the years as both Troop Leader and Chairman of the Committee. John Clark, Duncan Munro, Win Durrell, and now Lee Bronson have been Chairmen of the Boy Scout Committee, and at present the Troop is led by Dick McGrath. The Cub Scouts are active and have a large membership.

The Red Cross Swimming Program is now in its seventh year, and about one hundred youngsters take advantage of this opportunity to learn to swim each summer. Mrs. Rufus Morrow, along with Mrs. John Stephens and Mrs. Clifford Cole, have been especially active in this venture.

The Town Beach is under the care of the Town Recreation Committee, as is the Skating Rink.

The Shelburne Optimists, a branch of an international service club, devoted to providing wholesome recreation for youngsters, was chartered in 1954 with 47 charter members. Its first President was Robert Lull. They make possible many activities including the B-B Rifle Program and the Little League. They provide an attendant at the beach, and the School Board makes a school bus available, so the beach is enjoyed by swarms of young people.

Shelburne is probably one of the smallest towns in the country to have an Optimist Club, but still their membership is as large or larger than many other clubs. They operate on an annual budget of \$800-\$900, part of which is raised at their annual Bar-B-Que and Bazaar. At present Robert Coleman is president of this organization, and there are fifty-four members.

Another recent undertaking of concerned citizens was the establishment of a Co-operative Kindergarten which has flourished over the past seven years. It manages on a modest tuition, depending on the proceeds from its very popular Annual Pet Show to supplement its budget.

Two 4-H Clubs have also been organized, one for girls and one for boys.

Another program which benefits both children and adults is the Shelburne Craft School, incorporated in 1945, and directed by J. Lynwood Smith, the Rector of Trinity Church. Starting in an abandoned meat-market near the railroad tracks, it has grown to five buildings. Its facilities are used by about four hundred people a year, many of them school children from the village school.

Many adults, both from Shelburne and from surrounding communities, take advantage of the courses offered which include wood-working, weaving, painting, enameling, ceramics, and silver-working.

Many former students are putting their Craft School training to practical use: two are contractors; and a number are carpenters; one is a cabinet maker; and many of the girls share their knowledge by teaching arts and crafts at summer camps.

The Craft School buildings are used as an A.Y.H. Hostel during July and August.

Shelburne's churches have also flourished during the post-war years.

The Reverend James A. Farrell is currently the minister of the Methodist Church. The church is now involved in a planning program with two parts: First, the improvement of the present facilities; and second, the future construction of new facilities.

At present the church has the largest membership in its long history, with 197 members. An average of 67 youngsters attend the Sunday School, and an average of 61 attend the Sunday Service. The number worshipping at the Methodist Church this past Easter was 264, more than have ever gathered for Sunday Services before.

Besides the Sunday School, superintended by Mr. William Powers, there are four other organized groups within the church: The Methodist Men, headed by Harry Ward; the Women's Society, headed by Mrs. Albert Choiniere; and the Senior and Junior Methodist Youth Fellowships, headed by Leslie Kent and Sheila Taylor, respectively.

Saint Catherine's Church was served by Father William Cain, now Monsignor Cain, from 1934 until 1953 when he was transferred to Barre. He was succeeded by the Reverend Francis McDonough, who has served for the past ten years. At the present time he is on a leave of absence, due to illness, and the Reverend George O. Murtagh has charge of the Parish.

The active Societies in the Parish at the present time are: St. Catherine's Society, The Holy Name Society, The Altar Boy Society, the C.Y.O., the Confraternity of Christian Doctrine, the Study Clubs, and the Cemetery Association.

The Church staged an elaborate celebration at the time of its Golden Jubilee in 1945. A special celebration was sponsored by the Holy Name and St. Catherine's Societies on the occasion of the Silver Jubilee of Reverend Francis McDonough. Extensive redecorating has also been done the rooms of the Parish House.

The Reverend J. Lynwood Smith is the present Rector of Trinity, the Episcopal Church. He has served here in Shelburne for the past thirty years. At the present time the membership of the church includes 125 families, with seventy Church school pupils.

In 1956 a complete restoration of the Church was undertaken, and in 1962 an Activity Center was built and dedicated. This new building has six classrooms, a large hall, and a new kitchen. The old kitchen was turned into a study for the Rector. The driveways were widened, the parking area enlarged, and the grounds landscaped. At the time of this building's dedication, on Trinity Sunday in June 1962, the Bishop expressed the hope that the new facilities would be used by any groups in the community which could make good use of them. This has proved to be the case. The P.T.A. show, Korny Kapers rehearses there, and the Bi-Centennial Committee has held its weekly meetings there.

Organizations within the Church include the Altar Guild, the Women of Trinity, and a Youth Fellowship. During the summer the Episcopal and Methodist Churches sponsor a Vacation Bible School lasting two weeks.

The number of people in Shelburne employed on farms has decreased steadily in recent years, in keeping with the state-wide trend. This is due to two factors: First, the declining number of farms, and second, the mechanization on the remaining farms. At present there are twenty-five dairy farms in town.

Orchards, too, have declined in number until now there are only three in Shelburne.

The Rice Lumber Company, which was established in 1939, is the source of employment for several Shelburne families, and many are employed on the Webb Estate. The Shelburne Museum has a sizeable year-round staff, and a great many summer employees. The Alling Industries opened a plant here last year, and some of its employees are residents of Shelburne. There are six motels in town, and as many restaurants. More and more, Shelburne's business establishments are tourist-oriented.

In 1947 Mr. J. Watson Webb and his wife, Electra Havemeyer Webb, combined his interest in architecture and her interest in collecting Americana to found the Shelburne Museum which has become

world famous for its collections and as the final home of the steamer "Ticonderoga." One of their children, J. Watson Webb, Jr., after long experience in film production in Hollywood, has been the Museum's President since the death of his parents in 1960.

WATER DISTRIBUTION

In 1939, at the annual town meeting, the voters of Shelburne authorized a special committee to investigate the feasibility of a public water system. The committee recommended the construction of such a system, and the voters approved this recommendation. Mr. Dunbar Bostwick, Mr. Henry Tracy and Father Cain of St. Catherine's Church were the principal planners for a municipal water system. Father Cain continued his active interest in the Water Department until his transferral to Barre in 1953. Mr. Bostwick has not only continued as Water Commissioner but has many times aided the Water Department through gifts of land or operating funds.

The construction of the public water system was completed in December, 1940. The source of public water was an artesian well located on the school grounds, and which is still a part of the system as an auxiliary source of water. The project also included erection of a 250,000 gallon standpipe which was located south of the Village on Route 7 on land donated by B. C. Marsett.

Total cost of the project was \$32,654, which included the cost of the standpipe, the pump and pumphouse and 14,546 feet of pipe of the LaPlatte River to the standpipe, Falls Road from its junction with Route 7 south to just beyond the Catholic Church, Harbor Road approximately 1000 feet, and Marsett Road.

During 1948 the main water line was extended from Shelburne Falls to the Town Cemetery and in 1949 extensive additions to the system were proposed.

In 1950 the town voters approved a \$90,000 bond issue to retire the outstanding water bonds, extend the water system and pipe to Lake Champlain for the municipal water supply. Late in the year a 10" intake pipe 2,576 feet long was floated out into the lake at Meech Cove and was lowered to the bottom. The end of the pipe, with strainer attached, is in 30 feet of water. The pump house was constructed on land donated by the Dunbar W. Bostwicks. A chlorinator and pump were installed there.

In 1954 the Route 7 main was extended 657 feet to the Shelburne-South Burlington town line. In 1956 the Route 7 Main was extended to the Shelburne-Charlotte town line.

During 1957 a 4,800 foot supply line from Route 7 to a pumping station at Shelburne Heights was installed by Austin Realty Corporation and that water system was accepted by the Water Department in 1960.

•

SEWAGE DISPOSAL METHODS IN SHELBURNE

Fire District #2 was organized in May of 1950 for the purpose of developing a sewage disposal system for Shelburne Village. Residents of the Fire District voted in Shelburne of the same year to construct such a system, and bonded \$35,000 for the project. The system was completed and in operation by early fall in 1951.

The disposal plant was designed to serve 60 families, the school building, and the Shelburne Museum. Sewage lines totalling 11,839 feet were laid along Route 7 through the Museum property, Falls Road to Church Street and the Harbor Road to the disposal plant.

In 1953 the main sewer line was extended south along Route 7 for a distance of 475 feet. An additional 7,043 feet of line have been added between 1959 and 1961 at no cost to the Fire District. These lines are located at the southern end of the Village. In 1958 the Fire District bonded an additional \$25,000 which was matched by state and federal funds. The purpose of the new bond issue was to revise and expand the sewage disposal plant.

The plant can now serve 860 families and with an extra clarifier could serve 1,720 families.

THE GRANGE IN SHELBURNE

At Shelburne Town Hall, Shelburne, Vermont, November 29, 1947 the first meeting of La Platte Grange No. 552 was called to order by Worthy State Master, Harold J. Arthur in the chair. There were seventeen officers elected and Eustace K. Thomas of Shelburne was the first Master. There were thirty two Charter members present who signed the charter, after State Master Arthur gave a brief outline of the purposes and Functions of the Organization and what the four degrees in the subordinate grange means.

The Grange is the oldest farm organization in America and was organized at Washington, D. C., December 4, 1867. It is non-sectarian and open for any one to join.

The "Purpose" of this organization is to help all, to cooperate with Church, School, Civic leaders, Clubs and Community to make the homes and town a better and more attractive and healthier place to live. Much of this has been done by La Platte Grange in Shelburne. Much is done in donations to help the Youth in furthering their education, build character and help them to become good citizens.

Through the years life has taken its toll, people have died, moved away, resigned, and the present membership is 86.

SHELBURNE IN THE FUTURE

Shelburne's 1960 population of 1,805 represented an increase of 440 or 32.3% over the 1950 population. Previously it had taken one hundred and fifty years (from 1800 to 1950) to increase the town's population by the same 440. Projecting population growth into the future is clearly a hazardous undertaking in view of such a curve of acceleration.

It would appear conservative, however, to assume a 1980 Town population of between 2,700 and 5,000, more likely nearer the lower of the two figures. By the turn of the century Shelburne will likely be a small city of from 5,000 to 8,000 persons.

The continuing growth of Shelburne is tied to general population growth in the nation and continuation of the growth pattern of Greater Burlington. Shelburne serves as a pleasant and convenient location for homes of people employed in the commercial and industrial or educational complex of Burlington and can be expected to continue adding citizens so long as new homes are needed in the area and attractive building sites are available in the town. Inasmuch as the land which could be practically used and serviced residentially would permit a population of 32,000 within the town, it is clear that area development and job opportunities will be the principal determinant of Shelburne's continuing growth.

The appearance of the town must change markedly in the next twenty to forty years as a consequence of an almost certain doubling and likely tripling of population. Where at present the residential areas consist of three or four major islands widely separated from each other, Shelburne after 1980 will more and more resemble the typical suburban community of fairly continuous residential development, one "development" area blending smoothly into the next. The nature of Vermont living, augmented by Town minimum-lot requirements, will have maintained an atmosphere of open-ness despite the increased concentration of population.

One of the most marked changes will likely be the appearance of the "village area" which will begin to take on the appearance of a commercial center. Shelburne's population in the past has been too small to attract any but basic commercial activities such as food and gasoline and residents have been attracted towards Burlington and large shops and shopping centers for most goods and services. A town reaching toward a population of 5,000 will begin to attract and support, however, a steadily widening group of shops and service establishments. One result of both increased commercialization and population growth will likely be a growing towards one another and eventual fusion of Shelburne Village and Shelburne Falls.

Shelburne roads, already an asset to a growing town, will have undergone some substantial changes in size and pattern in meeting the needs of the period before 1980. Most significantly, Route 7, now a principal north-south town artery, will have been replaced as a state highway by a limited access road which will effectively by-pass the entire town. Route 7 will become more a local road, and as a consequence the east-west road developed to connect old Route 7 with the new by-pass will become a new area of sizeable development and commercial activity.

Shelburne by and after 1980 will be less a "bedroom community" than it is in 1963. Although farms will no doubt continue to give way to residences, both industry and recreation will be rising influences in the towns economic orientation.

The general trend to wider travel and increased leisure time must have an effect on a town with miles of lake-shore. Shelburne will certainly increase the number of travel and recreation-oriented establishments such as motels, restaurants and the like and may well also be the site of one or more major parks and perhaps a number of privately developed lake-front hotel-boatel establishments of considerable size.

Industrial employment represents but a fraction of Shelburne's local economy in 1963 and will most likely change considerably in the next twenty years. A national pattern of industrial diversification of plant facilities has already had an influence on the Burlington area. This pattern is likely to continue, with rural plant locations increasing in attractiveness and hence Shelburne should become the location of more and more light manufacturing industry.

Acknowledgments

The compilers of this brief history of Shelburne wish to cite the following books which were used extensively:

1. The Vermont Historical Gazetteer, edited and published by Abby Maria Hemenway, 1868.
2. History of Vermont, by Zadock Thompson.
3. History of Chittenden County, Vermont, edited by W. S. Rann, Published in 1886.
4. Gazetteer and Business Directory of Chittenden County, Vermont, for 1882-1883, compiled and published by Hamilton Child.
5. The Official Records of the Town of Shelburne.

In addition, we borrowed the method used by the compilers of the early gazettes, and spoke with many “old-timers” each of whom contributed much useful material. We also asked various townspeople to write up organizations in which they are active. Among these were Mr. Stanton Muzzy, for the Volunteer Fire Department; and Mr. Richard Snelling, a member of our town’s Planning Committee, for the projection of Shelburne’s future. The three churches submitted their recent histories.

Mrs. Mae Eldred helped us make good use of the official town records, and Mrs. Ralph Marsett gave us a great deal of help in her capacity as librarian at the Pierson Library. The Shelburne Museum made its library available to us, and Dr. Thomas Bassett of the Wilbur Library at the University of Vermont helped us also.

Mention should be made also of the wealth of material gathered over the years by such interested citizens as the late Mrs. Fred Roberts and the late Mrs. Charles Shearer. It was Mrs. Roberts’ interest in our town history that led to her arranging a Federal grant to have our early records typed up. If it had not been for this, we would very likely still be deciphering those worn and faded documents, and this history would never have been ready for our Bi-Centennial Celebration!

Much credit is due Betty Loiselle for cover design. The pictures used as illustrations came from many sources, and a great many more than were used were offered by many interested townspeople. We also had offers of help with the typing.

In short, it would not have been possible to compile the history without the cooperation of countless fellow citizens who have contributed to this undertaking. We thank each and every one of them.

Marie Harding
Charlotte Tracy

TOWN REPRESENTATIVES

1787	Caleb Smith	1877	J. B. Bartlett
1789	W. C. Harrington	1879	Edgar Nash
1795	Timothy Holabird	1881	David Smith
1798	Sturgess Morehouse	1883	J. V. S. Maeck
1800	Benjamin Harrington	1885	B. F. Van Vliet
1802	Joshua Isham	1887	George Roberts
1804	Benjamin Harrington	1889	M. Quinlan
1805	Jedediah Boynton	1891	Norris Miller
1806	Timothy Holabird	1893	Newell Clifford
1808	Joshua Isham	1895	Henry W. Tracy
1809	Frederick Maeck	1897	W. Seward Webb
1811	Joshua Isham	1899	W. Seward Webb
1814	Joshua Morgan	1901	Benjamin Harrington
1816	Ziba Pierson	1903	William J. Sheridan
1818	Burgess Hall	1905	G. F. Peet
1820	Levi Comstock	1907	L. C. Ray
1823	Garrad Burritt	1909	E. F. Gebhardt
1825	Burgess Hall	1911	Henry Harrington
1827	Levi Comstock	1913	Walter Palmer
1828	Hyman Holabird	1915	B. C. Marsett
1830	Heman Barstow	1917	Walter Webster
1832	Heman Barstow	1919	Michael Thompson
1833	John Tabor	1921	J. Watson Webb
1835	Horace Saxton	1923	Carl Fletcher
1837	Samuel Fletcher	1925	Harris Maeck
1839	Elhanan Spear	1927	Clarence Morgan
1841	Robert White	1929	Lester Bettinger
1843	Ira Andrews	1931	Thomas Thompson
1845	William Harmon	1933	Lester Thompson
1847	Elijah Root	1935	Blanche Harrington
1849	Henry Morse	1937	Allan F. Bacon
1851	Elijah Root	1939	Allan F. Bacon
1853	Lyman Hall	1941	B. C. Marsett
1855	George Saxton	1943	B. C. Marsett
1857	Pierpont Smith	1945	Frank O'Brien
1859	Guy Tracy	1947	Eustace Thomas
1861	C. P. Williams	1949	Frank O'Brien
1863	Frederick Fletcher	1951	Frank O'Brien
1865	John Barstow	1953	Frank O'Brien
1867	Robert J. White	1955	Derick Webb
1869	Walter Weed	1957	Derick Webb
1871	Lee Tracy	1959	Richard Snelling
1873	E. S. Rowley	1961	Eustace Thomas
1875	H. N. Newell	1963	Eustave Thomas

POSTMASTERS

Oran Isham
Cyrus McLaughler
Garrad Burritt
Henry Morse
George B. Isham
Cassius P. Williams
George B. Isham
C. W. Adams
C. H. Harrington
J. J. Simmonds
Benjamin Maxham

Mrs. A. M. Lowry
Benjamin Maxham
Mrs. A. M. Lowry
H. W. Tracy
Agnes Gribbin
Mary Gribbin
John Collamer
Belle Neary
Catherine Neary
Belle Neary
Edward Sevee

Honor Roll

REVOLUTIONARY SOLDIERS BURIED IN SHELBURNE

Allen, Abijah
Averill, Robert
Barstow, Sgt. W. Ebenezer
Blin, Asa
Blin, Bela
Blin, Johnathan
Blin, William
Burritt, Capt. Israel
Callendar, John
Comstock, Capt. Daniel
Comstock, Levi
Harrington, Benjamin

Maeck, Dr. Frederick
Mills, Samuel
Nash, Asahel
Pierson, Moses
Pierson, Uzal
Pierson, Ziba
Rowley, Aaron
Saxton, Frederick
Seymour, Nathan
Spear, Richard
Spear, Richard
White, Nathaniel

WAR OF 1812

Allen, Abijah
Averill, Robert
Barron, Daniel
Barron, John
Blinn, Chester
Blinn, William
Burritt, Garrad
Burritt, Reuben
Comstock, Levi
Hall, Burgess
Holabird, Hyman
Holabird, Timothy
Hosford, John

Hough, Capt. D.
Judson, Leman
Keeler, Salmon H
Kennedy, Samuel
Peters, Samuel
Pinno, John
Rowley, Aaron
Spear, Charles
Taylor, Alvah
Thayer, Eli
Webster, Ephiam
Wilcox, Noah

CIVIL WAR

Adams, Charles
Allen, Oliver
Andrus, Charles
Averil, George
Bacon, Ugal
Babcock, James
Barber, Rufus
Barstow, John
Basford, Barney
Basford, Fred
Blinn, Henry H.
Bragg, Charles
Collamer, George
Cooney, Thomas
Curtis, Abram
Derby, William
Dimmick, John
Dimmick, William
Douglass, Enos
Edwards, William
Fargo, Ransom
Farrell, James
Farrell, John
Greeno, John
Hall, Alexander
Hall, Edwin R.
Harmon, Argalus
Hennessa, Philip
Holabird, Oliver
Holabird, William
Isham, Gilbert
e, Patrick
Lepage, Lewis
Lessor, Batiste

Lyman, Isaac
Macha, Mitchell
Marks, Lorenzo
McCombre, Frank
McGrath, Edward
McGuire, James
McGuire, Patrick
McKenzie, Austin
McKenzie, Michael
Moore, Thomas
Morehouse, George C.
Nash, Edgar
Nash, Guy F.
Paranto, Edward
Parrida, William
Pierce, John
Pippin, Timothy
Quinlan, Michael
Ralph, Thomas
Riley, Joseph
Rogers, Robert W.
Sears, Andrew
Snay, Paul
Stone, James
Sutton, John M.
Tatro, Joseph
Taylor, George
Taylor, William
Tilley, Sidney
Tracy, William
Tyler, Vernon
Ward, Lewis
Wilson, Thomas

SPANISH AMERICAN WAR

Barstow, Lt. Frederick Maeck

White, Walter J.

WORLD WAR I

Ash, Bernard A.
Bacon, William H.
Barrett, Frederick W.
Barrett, John R.
Braman, Earl W.
Busier, Edward A.
Collette, Louis N.
*Dubie, George
Dubie, Robert
Dubuc, Ralph E.

Finnessey, John J.
Fredette, Roland E.
Fresne, Roy G.
Goodsell, Van Dyke
Gosselin, Frederick G.
Hamilton, John P.
Hollinsworth, Ernest H.
Howells, Allen L.
Hopkins, Harry H.

Hopkins, William V.
 Hunter, Francis
 Ingerson, Jay D.
 Ingerson, William T.
 Irish, Leo P.
 Irons, Robert G.
 Kinney, Lancelot
 Lane, William P.
 Lefebvre, Harry E.
 Maeck, John H.
 Marsett, Harold W.
 Merchant, Henry P.
 Mitchell, Dr. W. Hayes
 Monniere, Lawrence
 Morrisette, Prosper J.
 Noonan, Edward P.
 Noonan, James
 Noonan, Joseph W.
 North, Westley W.
 Ockert, Alfred W.
 Parker, Donald
 Parker, Vernon
 Poirier, Leon P.

Raymond, C. A.
 Ready, Harold W.
 Sheridan, William J., Jr.
 Thorpe, Howard H.
 Washburn, John
 Webb, J. Watson
 Webb, Vanderbilt
 *Killed in action
 NAVY
 Lavillette, Frederick E.
 Lefebvre, Tuffield F.
 Menard, Thomas E.
 rker, William J.
 Thorpe, Harold I.
 Thorpe, Roy E.
 Webb, William Seward, Jr.
 AVIATION
 Lemerise, Edger J.
 Marsett, Ralph E.
 Mitchell, Thomas J.
 R + N
 Mitchell, Marie M.

WORLD WAR II

Adams, Hugh
 Ball, Rev. George E.
 Ball, James W.
 Bannister, Robert
 Beaudin, Gabriel
 Beaudin, Joseph
 Beaudin, Lucian
 Bennett, Richard L.
 Bicknell, William
 Bishop, Loren O.
 Boisvert, Philibert
 Bostwick, Dunbar W.
 Botala, John, Jr.
 Busier, Robert
 Busier, William
 Byington, Gerald
 Cameron, Robert
 Charron, Arthur
 Clark, Moulton
 Coleman, Edward J.
 Coleman, Raymond
 Collier, Francis
 Collier, Robert

Collier, Frederick
 *Comeau, Joseph
 Cox, Ralph
 Crowley, Paul H.
 Dean, Forest
 Depeaux, Donald
 Dubois, Charles H.
 Edwards, Harold
 Edwards, Herbert
 Eldred, Mae
 Farrell, Michael M., Jr.
 Farrell, Richard, Dr.
 Fortune, George, Jr.
 Gadhue, Robert
 Gervia, Donald
 Griffin, Thomas
 Hill, Halsey
 Hill, William A., Jr.
 Irish, Ruth
 Jones, Malcolm R.
 Kent, Parke V.
 LaClair, Frank F.

LaClair, Norris L.
 LaForce, Maitland
 LaForce, Raymond
 Lane, Howard
 Lane, Robert
 Lane, Roy
 Lane, Walter
 Lavalley, Robert
 Lavalette, Frank
 Lavalette, George
 Lewis, Kenneth
 Lewis, Roger B.
 Lozon, William
 Maeck, Benjamin
 Maeck, Dr. J. V. S.
 Maeck, William T.
 Marsett, Robert C.
 McCluskey, Henry
 Monniere, Robert
 Morrill, William, Jr.
 Morrison, John
 Munson, Bernard
 Munson, Charles
 Muzzy, Kenneth M.
 Muzzy, Reginald M.
 Nye, Randall M.
 O'Brien, James
 O'Brien, John
 O'Brien, Robert
 O'Brien, William
 Olsen, John F.
 Patterson, Justine J.

Patterson, Keenis D.
 Perry, Royal
 Potvin, Frank
 *Rice, Lawrence
 Richardson, George, Jr.
 Riley, Oral
 Roberts, John S.
 Roberts, Mark
 Routzhan, Edward W.
 Shortsleeves, Clayton, Jr.
 Smardon, Philip
 Steele, Frederick E., III
 St. Peter, Rupert
 Thomas, Gerald Joseph
 Thomas, Mary
 Thomas, Leonard
 Tower, Arunah E.
 Tracy, Richard L.
 Tracy, Warren M.
 Trudo, Rupert
 Wait, Gregory H.
 Waller, Hawley
 Waller, Richard
 Webb, Derick V.
 Webb, Harry
 Webb, Samuel B.
 Webster, Truman M.
 White, Kenneth
 White, Vernon
 Wilson, William
 Yansuski, Joseph

*Killed in action

DIRECTORY
 of the
 ADULT RESIDENTS
 of
 SHELBURNE, VERMONT

August, 1963

Abair, Edward	Retired
Abair, Lloyd & Beatrice	Engineer
Abbey, Fred M. & Jessie R.	Owner, Gardenside Nurseries
Adams, Harold R. & Mildred B.	Retired
Adams, Laureston B.	Retired
Adams, Ross E. & Laura M.	Retired
Adams, William T. & Florence W.	
Aiken, Bernard	
Aiken, Dr. Robert B. & Gwyneth	Comm. of Vt. Dept. of Health
Aldrich, Edna H.	Office Worker
Allis, Carleton C. & Ella M.	Cabinet Maker
Allis, Clifford H.	Cabinet Maker
Allis, Donald E. & Laurette M.	Guard G.E.
Alonso, Edmund & Evelyn	Restaurant Owner
Anderson, John & Joyce	General Electric
Aske, L. Jerome & Virginia C.	Pres. Shelb. Ship Yard
Aske, L. Jerome, Jr., & Nancy M.	Vice Pres. Shelb. Ship Yard
Austin, Peter D. & Victoria	Engineering Technician
Badger, Althea K.	Nurse
Bacon, Alice	Bookkeeper
Baldwin, Norman A. & Marjorie	Sheet-Metal Worker
Ball, Walter	Retired
Ballway, Eleanor W.	Housewife
Barker, S. B. & Justine	Professor
Barnes, James E. & Catherine C.	Contractor
Barr, Richamond C. & Elizabeth C.	Farmer
Barrett, Fred W. & Ellen M.	Carpenter, Shelb. Ship Yard
Bartlett, Richmond & Martha	Professor
Bausch, Carl L. & Barbara P.	Architect
Beams, Albert I. & Eunice P.	Retired, U. S. Army
Beams, James & Jennie	Teacher
Beams, Leonard P.	Student

Bean, Donald & Jean B.	Shelburne Museum
Beane, Carl W. & Hope G.	Lane Press
Beaudin, Hector & Leona	Retired
Beaudin, Marcel & Vera	Architect
Beck, Allan & Lorraine	Civil Engineer
Beers, Burton	Retired
Bellam, Clyde & Betty	Truck Driver
Bellam, Stanley H.	School Bus Driver
Belland, Louis E. & Pauline	
Bennett, Adela	Housewife
Bennett, Edwin & Alice P.	Mechanic
Bergstrom, Robert & Eugenie	Electronics Technician
Bessette, Carl & Virginia M.	Riding Instructor
Bessette, Clifford & Hazel B.	Mechanic
Bessette, Edward & Lillian	Shelburne Harbor
Bessette, Thomas, Sr., & Hilda	Farmer
Bessette, Thomas T.	Truck Driver
Birmingham, Fred, Jr., & Maedean	Machinist
Bishop, Joseph & Courana	General Electric
Bissonette, Arthur & Christie J.	Tree Surgeon
Bissonette, Kenneth & Pat	Air Technician
Blair, Arthur B. & Dawne	Mechanic
Blair, Robert F. & Erma C.	Mechanic
Bliss, Theodore R. & Vera B.	Contractor
Boisvert, John & Armande	Maintenance
Boisvert, Philibert & Gertrude	Janitor
Baldosser, William & Carol	Electron Microscopist
Booth, John & Carol W.	Civil Engineer
Bora, Oliver & Harriette	Custodian
Bostwick, Dunbar & Electra W.	Farmer
Botala, Frank & Patricia	Farmer
Bottum, Julius H. & Virginia	Lab. Technician
Bouchard, Norman & Norma	Salesman
Bovat, Harrison W. Edwindge	Garage Owner
Bovat, Barbara	Accountant
Bovat, Kathleen	Ass't Bookkeeper
Bown, Harold & Eleanor	Herdsman
Bradish, Margaret	
Brassor, Frank	Restaurant Owner
Brayman, Earl J. & Rita	Disabled Veteran
Brigham, Richard B. & Janice	Insurance Salesman
Brior, Raymond & Agnes	Farmer
Brior, Ralph	Farmer
Brodie, Dorothy	Radio Dispatcher
Bronson, Leman V. & Gwendolyn J.	Mechanical Engineer
Brooker, Norbert & Joyce E.	Truckdriver
Brotz, John H. & Dorothy	Farm Manager
Brown, Archibald M. & Mary C.	Executive

Brown, James & Jane	Mechanical Engineer
Bruce, Carlene	Housekeeper
Bryant, John & Nancy	Doctor
Buckley, Jay & Alida A.	Farmer
Bushey, Mable	Cook
Bushey, Philip & Helen	Farmer
Bushey, Thomas & Doris	Farmer
Butler, Daniel E. & Janet C.	Shop Chief Vt. Nat. Guard
Byington, C. Keith & Mary R.	Mgr.-Electrical Purchasing
Byrnes, James E. & Mildred	Retired Farmer
Caldwell, A. Bradford & Lida	Farmer
Carpenter, Carleton N. & Marjorie M.	
Carpenter, Forrest, Jr., & Janet	Elec. & Refrigeration G. E.
Carpenter, Paul & Mary	Engineer
Carpenter, Shirley	Beautician
Cassidy, Lillian	Housewife
Catella, Donald & Bertha	Carpenter's Helper
Catella, Joseph & Sadie	Retired
Catella, Robert	Bus Driver
Chadwick, Lloyd & Margaret	Tree Surgery & Landscaping
Chartrand, Jules & Bertha	Mechanic
Chastenay, Helen	Retired Furrier
Cheeseman, Loran A. & Alberta	Salad Master Representative
Choiniere, Albert & Margaret	Grocery Clerk
Clark, Malcolm W. & Ursula W.	
Clark, John W., Sr., & Martha H.	Farmer & Selectman
Clark, John W., Jr.	Clerk
Cleland, William H. & Barbara J.	Teacher
Clemons, J. Richard & Jeannette B.	Insurance Adjuster
Clifford, Robert & Virginia	Athletic Coach, UVM
Coates, William, III & Constance	Insurance Agent
Cole, Allen & Dorothy	Auto-parts & Acc. Salesman
Cole, Clifford C. & Edna A.	Auto Parts Manager
Cole, Dennis & Mary Lou	Accountant
Cole, Henry & Nina	Retired
Coleman, Arthur	Carpenter
Coleman, Bernard	Truck Driver
Coleman, Clarence E. & Evelyn L.	Contractor
Coleman, Edward T. & Janice G.	Carpenter
Coleman, Eugene & Marlene	Farmer
Coleman, Lawrence & Sharon	Laborer
Coleman, Raymond & Bertha	Shopworker
Coleman, Robert O. & Ruth T.	Owner, Cabinet shop
Coleman, Robert & Jean	Carpenter
Coleman, Ronald & Bernice	Truck Driver
Collette, Eugene J., Jr., & Frances D.	Plumber & Electrician
Collette, Marvin	Aircraft Missile Worker
Collier, Alex & Lillian	Retired

Collier, Frederick W. & Eldora
 Collier, Francis & Jean
 Collier, Robert
 Collins, Clossen H. & Leora P.
 Conant, John & Patricia
 Cook, William S. & Lillian A.
 Coolidge, Doris E.
 Coons, John F. & Elinor S.
 Cootware, Olivia
 Corey, Peter
 Corman, Harvey O. & Sandra
 Cowles, William S., Jr., & Virginia L.
 Cox, Ralph & Lois E.
 Cranwell, Howard & Laura V.
 Cross, Garfield G. & Alice
 Cross, Mildred
 Culver, James O.
 Cyr, Marcel W. & Beverly J.

Daley, Laurence J. & Gladys
 Daley, Michael
 Danyow, Lena
 Danyow, Lester
 Danyow, Patricia
 Davis, Bond E. & Luise
 Davis, Bond, Jr.
 Davis, Herbert T. & June G.
 Deavitt, Cecil & Ardelle R.
 Deavitt, George & Penny K.
 DeCourval, Marcel & Helen
 Dederer, Herman M. & Charlotte W.
 D'Eon, Augustin
 DeForge, Joseph
 DeForge, Iris
 Delorme, Donald & Marilyn M.
 Deming, William A. R. & Phillis C.
 Denton, Arnold & Louise
 Depeaux, Jerry & Alma
 Derochia, Edward J. & Hazel
 DeWitt, Robert J. & Laurene
 Dickson, Glenna
 Dinse, John & Ann G.
 Doak, Charles W. & Lucille
 Doane, Elmer A. & Frances B.
 Dobson, John A. & Elizabeth S.
 Dubois, Herbert & Minnie
 Dubois, Henry & Alice
 Dubois, Homer & Marion

I B M
 Truck Driver
 Road Commissioner
 Salesman, Vt. Hardware
 Sales Representative
 U. S. Immigration Service
 Secretary
 Football Coach, UVM
 Retired
 Hotel Owner
 Merchant
 Architect
 Insurance Agent
 Building Contractor
 Retired
 Housewife
 Professor, Medical College

Insurance Adjustor
 Teacher
 Retired
 Blodgett
 Nurse
 Retired

 Lense Grinder
 Farmer
 Truck Driver
 Painter
 Retired
 Carpenter
 Retired
 Domestic
 Service Station Attendant
 Sales Engineer
 Farmer
 Trailer Park Attendant
 Stewart's Drive In Diner
 Doctor
 Retired
 Attorney
 Retired
 Mech., Herberg Auto Supply
 Vice-Pres. Mt. Mansfield TV
 Farmer
 Contractor
 Farmer

Dubois, Richard & Janet S.
 Duchaene, Hazel
 Dudevoir, Wilfred & Margaret
 Dumas, Napoleon
 Dunton, Roger T. & Elizabeth
 Durham, Vida
 Durrell, Winfield B. & Jean N.
 Early, Rose
 Easby, Mary H., M.D.
 Eddy, June W.
 Edwards, Alfred J.
 Edwards, Harold & Thelma
 Eldred, May P.
 Elkins, William C. & Ruby E.
 Ellwood, George J. & Jean
 Emerson, Sterling D. & Marion H.
 Estey, Delno L. & Ruth I.
 Evans, Paul D. & Ludell
 Ewing, John T. & Linka R.

Farnham, Gilbert & Myrtie
 Farrell, Evelyn C.
 Farrell, Rev. James A. & Marie G.
 Farrell, Michael M., Sr.
 Farrell, Michael M., Jr.
 Farrell, Michael W.
 Farrell, Wilbert S. & Dorothy
 Fayette, James J. & Virginia
 Ferris, Louis & Eva
 Filipiak, Stanley, Jr., & Madeline
 Fisher, Roger & Lucille
 Fisher, Wesley & Laura C.
 Fournier, Richard O. & Agnes
 Francis, Clifford F. & Winifred A.
 Francis, Daniel
 Francis, Pauline L.
 Fuller, Mildred
 Fyles, Francis & Olga
 Faille, Maurice

Gadhue, Rene H. & Helen R.
 Galanis, John & Rose
 Galipeau, Franklin & Lillian K.
 Galipeau, Franklin, Jr., & Alice D.
 Garen, Johanna O.
 Gaudette, Lily
 Gauthier, Noel & Joan
 Gay, Annette S.

Carpenter
 Domestic
 Professor
 Retired
 Gov't Worker
 Retired
 Professor
 Homemaker
 Retired Physician
 Registered Nurse
 Laborer
 Painter
 Town Clerk & Treasurer
 Truck Driver
 Personnel Officer
 Museum Director
 Gardener
 Professor
 Attorney

Farmer
 Florist
 Minister
 Farmer
 Farmer
 Salesman
 Farmer & Real Estate Broker
 Wholesaler
 Machine Operator
 Cook
 Contractor
 Trucking Business
 Veterinarian
 Carpenter
 Yardman, Rice Lumber
 Retired
 Retired
 Engineer
 Retired

Antique Dealer
 Retired
 Merchant
 Laboratory Technician
 Housekeeper
 Housekeeper
 Farmer
 Housekeeper

Gayford, Muriel	Retired Social Worker
Gee, Sarah N.	Retired
Gervia, Henry & Thelma T.	Machinist
Giroux, Joseph R. & Waja	Business Analyst
Gnade, Herman O.	Retired
Goodrich, Thomas & Eleanor T.	Truck Driver
Gordon, Sidney J. & Marion	Retired
Gordy, Katherine	
Grandey, Lauria	Voice Teacher
Grandey, Truman & Gurrena	Retired
Granger, Glen H. & Phyllis H.	Driller
Grenier, Rene J. & Joyce M.	Restaurant Owner
Grenier, Robert A. & Janice A.	Laborer
Guillemette, Ludger & Cecile	Farmer
Gustafson, Carl	Truck Driver
Haggerty, Donald & Marjorie	Farmer
Hall, George A.	Construction Worker
Hamilton, Marie B.	Housekeeper
Harding, John P. & Marie C.	Engineer
Hardy, Clifford & Ruth	Farmer
Harper, David N. & Marjorie L.	G. E. Spec.
Harriman, Kenneth B. & Annabelle M.	Carpenter
Harrington, Blanche	Retired Nurse
Harris, Chester & Evelyn	Field Supervisor
Harvey, George & Irene	Laborer
Haselton, Florence	Domestic
Havens, Ernest & Alice	Farmer
Head, Gene & Marilyn	Manager – MAC Finance Plan
Hedges, D. Earl & Irene	General Electric
Henderson, Ralph & Sidey	Retired, U. S. Army
Hewitt, William E. & Marjory	Salesman
Hicks, Carleton	Tourist Business
Hicks, Frances	Retired
Hicks, Reid & Mildred G.	Mechanic
Hoag, Waverly B. & Lenore	Retired Farmer
Holstein, Robert & Constance	Green Mt. Wired TV Tech.
Holzinger, Margit	Museum Curator
Hoskins, Lillian	Guide Museum
Howard, Emma B.	Retired Housemother
Hoyt, George C. & Nancy S.	Government Worker
Hubbard, Charles J. & Ola	Architect
Huber, Robert B. & Isabelle	Professor of Speech
Hughes, Guy	Teacher
Hunziker, Robert J. & Constance K.	Radiologist
Ingleson, John F. & Ada	Horseman
Irish, Cornelia	Retired
Irish, Gerald & Mary	Carpenter

Irish, Michael	Teacher
Irish, Robert & Bessie	Dairyman
Irish, Walter P. & Gertrude C.	Motel Owner
Jackson, Donald & Helen	Lane Press
Jacques, Fred	Laborer
Jacques, Philip & Dorothy	Laborer
Janson, Richard & Ellen G.	Fleming Museum Director
Jarvis, Andrew & Lillian C.	Truck Driver
Jarvis, Clifton	Orchardman
Jeffreys, John P.	Student
Jeffreys, Peter B. & Virginia	Motel Owner
Jenkins, Howard L. & Jeanne	G. E. Engineer
Jensen, Richard & Barbara	Businessman
Jimmo, Carroll & Iris	Carpenter
Jimmo, Elwin	Farmer
Jimmo, Henry, Jr., & Alene E.	Farmer
Johnson, Linda L.	Housewife
Jones, Donald E. & Joyce A.	School Principal
Jones, Robert & Deane	Navy
Kaelin, Joseph F. & Nancy L.	Coast Guard
Kalamas, Charles & Marilye	Field Supervisor Emp. Sec.
Keelty, Peter R. & Gladys S.	Retired Farmer
Kelly, James & Evalina	Maintenance Engineer
Kenna, John & Evelyn	Shelburne Museum
Kent, Barbara A.	Banking
Kiehl, Thomas L. & Ann H.	Mechanic
Kingsland, Wayne & Patricia L.	Production Mgr., Vt. S. Steel
Kirkness, Alan G. & Elizabeth M.	General Electric Specialist
Knapp, Robert A. & Grace D.	House Matron
Knight, Grace	Welder
Knight, Leonard	Special Agent Internal Rev.
Knowlton, Phillip E. & Gloria G.	Civil Engineer
Koerner, Fred C. & Patricia	
Lacaillade, Mitchell & Elizabeth	Farmer
LaClair, Andrew J. & Betty J.	Caretaker
LaClair, Norris & Arlene	Farmer
Ladd, Carl & Dorothy	Truck Driver
LaFlam, Frank & Helen	Retired
LaForce, Earl F. & Waneta M.	Carpenter
LaForce, Maitland & Doris L.	Electrical Maintenance
LaFountain, Edward C.	
Lamb, Cecil & Marion	Contractor & Builder
Lambert, James & Leota	Carpenter
Lamothe, Philizo & Blanche	Farmer
Lance, John & Jean	Cabinet Maker
Lane, William & Elsie	Retired
Lapierre, Euclide & Yvonne	Farmer

Lapierre, Marcel A.	Farmer
Lapierre, Maurice & Betty M.	Building Contractor
LaPoint, Gilford	
Lavallee, Joseph M. & Catherine	Surveyor
LaValette, Alfred & Thelma	Caretaker
LaValette, Frank & Anita E.	Supervisor Vt. Highway Dept.
LaValette George P. & Irene N.	Vt. Highway Dept.
Lavalley, Tuffield & Lillian	Laborer
Lavigne, Raymond & Malva M.	Drug Salesman
Lavigne, Waverly & Shirley	Gardenside Nurseries
Laware, Laurence & Beulah M.	Service Station Owner
Lawrence, Robert E.	
Leach, Lawrence R. & Mary N.	Farmer
Leary, Raymond E. & Charlotte S.	I B M
LeClair, Norbert & Eva	Retired
Leddy, Irene	Retired
Leduc, Emmanuel A. & Valetta K.	Mill foreman
Leonard, Marcus & Helen	Building Contractor
LePage, Raymond E. & Claire	Mechanic
Lessard, Edward & Barbara	Machine Operator
Levin, Oskar & Muriel P.	Welding Business
Lewis, Charles S. & Virginia	Dir. Pub. Affairs, WCAX
Lewis, Donald L. & Carol P.	Bookkeeper
Lewis, Kenneth & Sandra B.	Maintenance Mechanic
Lewis, Ralph	Hospital Porter
Lewis, Roger B. & Roberta R.	Plastics Technician
Lewis, Winslow & Mary	Retired
Little, Russell & Martha	Merchant
Livingston, Alfred C. & Lillian	Mechanic
Livingston, Elizabeth	Office Worker
Loiselle, Lydia L.	Antique Shop
Lombard, Riley W. & Lucy S.	Construction Supervisor
Lonergan, Eldon F. & Shirley S.	Records Technician I B M
Longe, Raymond L. & Corrine N.	Grocery Store Owner
Lozon, Carl F., Jr. & Mary	General Electric
Lozon, Carl F. III & Beverley C.	Gr. Mt. Power Ass't Manager
Lozon, Mrs. Carl, Sr.	Retired
Lull, Robert D. & Catherine D.	School Superintendent
MacGregor, Latham B. & Louise B.	Machinist
MacKee, Richard E. & Dorothy B.	Printer
MacKenzie, Francis W. & Audrey I.	Office Worker
MacKenzie, Laurence M. & Elizabeth	Manager, Hulbert Supply
McClarnon, Vincent & Arline B.	Self Employed
McClusky, Thomas & Nellie	Retired
McDermott, David H. & Sheila W.	Prof. of Biology
McDonald, James E. & Florence B.	Farmer
McGee, Edward	College Student
McGee, John E. & Mareli F.	Education Dept. Head

McGee, Joseph & Annie C.	Educator
McGrath, Richard & Gay	Designer at G. E.
McKenzie, George A. & Elizabeth	Insurance Adjuster
Maeck, Mrs. Benjamin Harris	Housewife
Maeck, Walter F.	Farmer
Magoon, Harry C. & Althea	Retired
Maille, Joseph & Marguerite	Carpenter
Maltbie, William	
Mann, Frank C. & Barbara S.	Designer
Marcotte, Laurence J. & Betsy H.	Estimator
Marcotte, Norman & Rita	Appliance Dealer
Marsett, Ralph E. & Marjorie	Retired
Marshall, E. Peter & Gloria	Production Specialist G. E.
Martel, Leeward	
Martel, Peter C. & Sally C.	Sheet Metal Fabricator
Martell, Clifford & Marion	Painter Shelburne Shipyard
Martin, Alfred R. & Mary E.	Business Manager
Martin, Clement N. & Jane T.	
Martin, Jeddie A., III & Margaret E.	Clerk, Rutland Railroad
Mastreani, Anthony & Sally	Mech. Technician
Mead, Edward & Sylvia	Mechanical Engineer
Meeker, Dr. C. Irving & Katherine P.	Physician
Meilleur, Victor & Rita	Carpenter
Menard, Edward E. & Doris L.	Fork Lift Operator
Mengis, John & Martha	Museum Staff
Merrow, Susan B.	Ass't Nutritionist
Meyer, Donald R.	Vt. Highway Dept.
Meyer, Erma	Retired
Milbank, Reginald & Jeanne	Prof. Civil Engineering UVM
Miller, Allan R. & Alyce C.	Foreman
Miller, Harold E. & Ruth	Factory Representative
Miller, Howard & Emma G.	Jitney Driver
Miller, Rosmand C. & Mildred	Mechanic
Miller, Ruth K.	Secretary
Miller, Sadie	Retired
Mishio, Leon L. & Doris L.	Self Employed
Mitchell, Harry P. & Doris J.	Fuel Dealer
Monniere, Leo J. & Marjorie	Gas Station Operator
Monniere, Leo T. & Mary	Retired
Monniere, Robert & Elizabeth	Handyman
Moran, James J. & Marlene M.	Stock Controller
Morin, Mrs. Edward J.	Co-owner Drive-In Theater
Morrill, Andrew & Edith	Contractor
Morrill, John & Mayford	Poultryman
Morrill, Henry & Hilda	Carpenter
Morrill, Leo E. & Charlotte A.	Carpenter
Morrill, Russell & Alice	Dry Cleaner
Morrill, William H. & Gladys C.	Mechanic
Morrison, Alex & Joan F.	Retired

Morrow, Dr. Rufus C. & Dorothy J.	M.D., E.N.T. Specialist
Morrow, Rufus F. & Ruth I.	Service Station Operator
Moulton, Donald & Pearl	Retired
Moulton, James V. & Buela	Elec. Plumbing & Heating
Muir, Alfred & Madeline	Retired
Munro, David A.	Student
Munro, Duncan R. & Ethel V.	Exec. Shelburne Museum
Murbe, Hans J. & June E.	College Instructor
Murray, Victor E. & Pauline H.	Pease Grain Co.
Muzzy, Stanton E.	Printer
Muzzy, William G. & Ramona S.	Auto Mechanic
Myers, Robert & Sophie	Salesman
Magnussen, Harold C. & Jeannette	Farmer
Nadeau, Margaret H.	Housewife
Nash, Charles R. & June L.	Businessman
Nelson, Warren H. & Frances D.	Engineer
Noble, Frank & Catherine	Contractor
Noble, Robert & Nancy	Gen. Manager
Noonan, Henry	Retired
Noonan, James	Retired
Noonan, Joseph	Retired
Noonan, Katherine P.	Museum Guide
Noonan, Mary	Retired
Noonan, Raymond & Catherine	Farm Manager
Noonan, Robert & Bridget	Teacher
North, Chester A. & Florence	Farmer & Bus Driver
Nowocienski, Stanley F. & Beatrice	Office Worker
Nowotynski, Joseph & Doreen	F. H. A.
Oakes, Ernest R. & Gladys B.	Manager
Oakes, Jane	Student
Oakes, Thomas B. & Marie C.	Contractor
O'Brien, Frank & Mary	Retired & Selectman
O'Brien, George G. & Helen B.	Farmer
O'Brien, James D. & Pauline P.	Farmer
O'Brien, William K. & Jean M.	Head, Adv. Dept. WCAX
Ockert, Alfred W. & Mildred M.	Caretaker
Ockert, Carroll	Capt., U. S. Army
O'Kelly, Charles & Lillian	Auto Mechanic
Olek, Lee E. & Carol C.	Draftsman
O'Neil, Warren J. & Jeannette T.	Farmer
Osgood, Eunice P.	Housekeeper
Parat, Brenda L.	Steno-Typist
Pare, Armand & Marie	Retired
Parker, Alfred E. & Estelle M.	Prop. Am. Oil Service Station
Patterson, William D. & Charlotte	Farmer
Peckham, Wayne N. & Joann H.	Teacher

Pecor, Raymond C., Sr., & Lorraine
 Pecor, Raymond C., Jr., & Jean
 Penders, Douglas J. & Barbara E.
 Pepin, Emile & Annette
 Perrault, Frank & Janet
 Perrigo, Edith
 Perry, Anna J.
 Perry, Robert & Theresa I.
 Peters, Louis & Mary
 Picard, Donald A. & Mary
 Pierce, Grace A.
 Pierce, John A.
 Pierce, Mary Jane
 Pike, John B. & Estelle
 Pillsbury, Ralph & Kathleen
 Pitts, Daniel E. & Sandra
 Place, Margaret M.
 Ploof, Leo J. & Maude E.
 Poirier, Adelord & Cecile
 Poirier, Frank & Della
 Pollard, Virgil E. & Helen C.
 Poss, Ruth
 Potvin, Arthur L. & Sandra A.
 Powers, William C. & Shirley
 Premo, Elmer L. & M. Eleanor
 Priest, Dean & Mary
 Provencher, John W. & Marjorie L.
 Provost, Alfred N., Sr., & Anna D.
 Provost, George E.
 Provost, Theodore
 Purdum, Ronald W. & Liesel

Quinby, Ripley & Beverly
 Quinlan, Alice
 Quintal, Louis & Francoise
 Quintin, Lorraine
 Quintin, Raymond R. & Theresa

Racine, A. Paul & Monica P.
 Rallis, Anna
 Ramsden, Hugh B. & Florence
 Ransom, Horace & Elisabeth
 Ready, Anna
 Ready, Clara
 Ready, Judith
 Remington, Maurice
 Rennie, Robert E. & Barbara F.
 Rice, Dennison D. & Mary N.
 Rice, Everett C. & Marion H.

Mobile Home Dealer
 Mobile Home Dealer
 Supervisor Vt. Struc. Steel
 Farmer
 Administrative Accountant
 Housekeeper
 Beautician
 General Electric
 Farmer
 Office Manager
 Retired
 Farmer
 Housekeeper
 Farmer
 Farmer
 Truck Driver
 Housekeeper
 Teacher
 Carpenter
 Retired
 Shelburne Museum

Farmer
 Artist G. E.
 Redwood Motel Owner
 Truck Driver

Clerk
 Retired
 Construction Worker
 Ticket Agent

Inventor
 Housekeeper
 North Star Motel Owner
 Hospital Maid
 Elec. Shelburne Museum

Supervisor Coca Cola Co.
 Retired
 Decorator
 Vice-Pres. Chitt. Co. Trust Co.
 Retired
 Retired
 Secretary
 Farmer
 Credit Bureau Manager
 Lumber Business
 Lumber Business

Rice, Lida B.	Housewife
Richardson, Michael & Della	Jet Mechanic
Riper, George J. & Maryann	Supv. Tech. Writers, G. E.
Robbins, Ernest & Janice	Lineman Green Mt. Power
Roberts, Agnes M. T.	Retired
Roberts, Carmen	Teacher
Roberts, Fred B.	Retired
Roberts, Girard & Elizabeth	Building Contractor
Roberts, Sarah A.	Postal Clerk
Rocheleau, Donald & Marguerite	Material Processor G. E.
Rocheleau, George	Burlington City Light Dept.
Roff, John & Constance	School Teacher
Rogers, Richard & Joan	Engineer
Rowland, Joseph W. & Lillian H.	Asst. Treasurer
Rule, Henry & Barbara	Machinist
Russell, Robert E. & Janice K.	Lineman
Ryan, Leonard & Georgianna	Lumberman
Ryan, Margaret M.	Retired
Ryan, Robert & Muriel	Dept. Technician
St. George, Ambrose & Mary	Retired
St. George, Ernest & Ellen E.	Farmer
St. George, James J.	Insurance Agent
St. Hilaire, Leo R. & Nicollette	Postal Clerk
St. Peter, Grace	Housekeeper
St. Peter, Russell	Laborer
Saffell, Emmanuel & Shirley	Project Manager
Safford, Douglas & Jean	Inspector
Salvas, Edward H. & Helen	
Samenfink, Jacob A. & Margaret B.	Prof. at UVM
Sargent, Fred & Shirley	
Sawyer, Elwood V. & Dorothy	
Schumacher, Charles & Pat	Chief Coast Guard
Scribner, Lewis, Sr.	Carpenter
Scribner, Lewis, Jr.	Armed Forces
Scribner, William A.	Armed Forces
Senesac, John B. & Germaine	Retired
Senesac, John P. & Genevieve	Farmer
Senftleber, Frederick & Dawn	Architect
Sequin, Emery H. & Rose A.	Retired
Sevee, Edward T. & Katharine A.	Postmaster
Shangrow, Burton H., Sr., & Lillian J.	Mechanic
Shannon, Daniel F. & Ola M.	Salesman
Sharrow, Harvey	Wood Turner
Sharrow, Vernal V. & Thelma A.	Salesman
Shelburne, Paul H. & Helen M.	Architect
Shepard, Philip R. & Mildred	Claims Manager
Shepardson, Frederick W. & Mary P.	Retired & Selectman

Shepherd, Charles L. & Leona	Draftsman G. E.
Shores, Francis & Virginia	Dairy Farmer
Shortsleeves, Clayton & Della E.	Retired
Shover, George & Donna	Air Technician
Simmons, Kenneth R. & Carolyn H.	
Sinnott, George, Sr., & Bernadette	Janitor
Sinnott, George, Jr., & Sharon N.	Armed Forces Navy
Sinnott, Laurence	Student
Slattery, James F., Jr. & Betty M.	Vt. Heating & Ventilating
Slocum, Lewis, Jr., & Ella H.	Custodian
Smardon, Philip A. & Louise P.	Landscape Architect
	Rural Mail Carrier
Smith, Arthur W.	George Little Press
Smith, David O. & Dorothea S.	Retired Insurance Broker
Smith, Ernest B.	Retired
Smith, Frederick B. & Elizabeth L.	Air Technician
Smith, Rev. J. Lynwood & Jacqueline L.	Clergyman Episcopal Church
Snee, Marshall B. & Beatrice Q.	Store Clerk
Snelling, Richard A. & Barbara W.	Executive
Solomon, Emma	
Spalsbury, Robert B. & Alberta E.	Construction Worker
Spear, Wayne W. & Irene	Carpenter
Spinney, Gertrude	
Stagg, Esther	Retired
Stapleton, Herbert N. & Gladys A.	Agricultural Engineer
Stapleton, Howard	Student
Staron, Stanislaw J.	
Stearn, Edward & Jeanne	Adm. Vt.-N.H. Red Cross
	Blood Center
Stearns, Walla M. & June P.	Merchant
Stebbins, Charles & Grace	Retired
Stein, Edward & May	Chauffeur
Stephens, John P. & Aileen P.	Med. Service Representative
Stevens, Charles H., Sr., & Margaret	Executive
Stevens, William R. & Barbara L.	Owner, Business Systems of
	Vt.
Stevenson, Jean S.	Yarn Shop Owner
Stewart, James & Joy S.	Mechanic
Stewart, Lucy	Clerk-Typist
Streeter, Chester	Bodyman, McNash Motors
Stringer, Arthur & Ruth	Printer-Free Press
Stringer, Arthur H.	Electrical Engineer
Strong, James A. & Geraldine A.	Retired
Strong, Nason W. & Florence A.	Farmer
Sutherland, Robert & Mary Louise	Mgr. Manufacturing Adm. &
	Personnel Dev.
Sutton, James	Farmer
Sutton, Walter	Farmer

Sweeney, Wyman W. & Mildred P.
Swingle, Artro W. & Ila

Talbert, Donald E. & Peggy T.
Taylor, Fred E. & Beulah L.
Tebo, Harold G. & Norma M.
Terzakis, S. John & Kathinna J.
Tessier, Gerald & Elizabeth
Tessier, Louis & Maureen
Therriault, Joseph L. R. & Jean H.
Thomas, Eustace K. & Herline L.
Thomas, Fred & Rita N.
Thomas, Gerald & Ruth P.
Thomas, James & Mary T.
Thomas, Joseph & Eula
Thompson, Albert & Florence B.

Thompson, Ernest A.
Thompson, Lenore G.
Thompson, Lester E.
Tompkins, Enoch H. & Marie S.
Tourangeau, Edward J. & Lorraine
Tower, David N. & Elizabeth S.
Towle, Charles & Marjorie H.
Tracy, Henry W. & Charlotte M.
Tracy, John J.
Troville, Howard & Georgette
Tschopp, Dr. Charles & Lydia
Twitchell, Paul E., Sr., & Anna
Twitchell, Paul E., Jr.

Ulkus, James E. & Alice

Valiquette, Francis F. & Janice M.
Viens, Ervin E. & Mildred I.
Viens, Eugene & Aleana
Vogel, Robert W. & Jean A.
Volz, Henry G.

Walkup, William B.
Walsh, Joseph W. & Evelyn M.
Walters, Ralph & Margaret
Ward, Harry E. & Janice C.
Warner, Bessie
Weaver, Earl J. & Ann L.
Webb, Derick V. & Elizabeth C.
Webb, Harry H.
Webb, J. Watson, Jr.

Shovel Operator
Engineer-General Electric

Telephone Repairman
Mechanic
Laborer
Insurance
Army Career Man
Accountant
Master Mechanic
Farmer
Farmer
Farmer
Farmer
Custodian
Asst. Instr. Shelburne
Craft School
Retired Farmer
Retired
Retired Farmer
Ass't Agr. Economist
Farm Laborer
Retired
Grocer
Retired
Gardener
Taxi Owner
E.N.T. Specialist

Plumber

Supt. Water Department
Builder
Illustrator Gen. Electric
Tester General Electric

Sales Manager

Process Control Spec.
Retired
Ass't Prof. UVM
Farmer
Farmer
Pres. Shelburne Museum

Webb, Sam B.	Insurance Broker
Webster, David S.	Ass't Dir. Shelburne Museum
Webster, Grace S.	Retired
Webster, Ruth	Retired
Webster, David S.	Ass't Dir. Shelburne Museum
Webster, Grace S.	Retired
Webster, Ruth	Retired
Webster, Truman M. & Selina W.	Assoc. Prof. UVM
Westerland, Walter & Margaret H.	Retired
White, Cloyes R. & Clara C.	Contractor
White, Dr. Wallace R. & Eleanor L.	Optometrist-Restaurant Owner
Whitney, Rodney & Ceale	Pyrofax Gas Corp.
Weisse, William, II & Patricia J.	Architect
Wilce, Russell & Martha	Sales Rep. Rice Lumber
Wilde, Bert	Welder
Wildung, Frank H. & Edith M.	Exec. Staff Shelburne Museum
Willard, Delbert A. & Medora J.	Salesman
Williams, Mrs. Harold I.	Retired
Williams, J. Larry & Berta	Salesman
Williams, Marion	Cook
Winter, Leonard A. & Christine A.	
Wolcott, Delia	Retired
Woodbury, Marcus G. & Mary	Owner-Woodbury Woodware
Woodworth, Robert	Professor
Wooster, Harry H., Sr., & Mary E.	Retired Lumberman
Wooster, Harry H., Jr., & Joan G.	Caretaker
Worboys, Rev. J.S.A. & Antoinette	Minister
Wright, Laurence & Norma	Farmers
Woodworth, Robert C. & Marilyn P.	Professor
Young, Richard J. & Joan R.	Ass't Production Mgr. WCAX TV
Zeno, Leon & Ola	Farmer

BUSINESS DIRECTORY — SHELBURNE, VERMONT

AUTO SERVICE

Hammond's Gulf Station & Don's Body Repair
Morrow's Texaco Station
Shelburne Garage
Bert Wilde

CONTRACTORS AND BUILDERS

James Barnes
Henry Dubois
Cecil Lamb
T. B. Oakes
Eugene Viens
C. R. White

FOOD STORES

Galipeau Grocery Store
Hood's Farm Store
Little's Store
Shelburne Country Store
Shelburne I.G.A.

GOVERNMENT OFFICES AND SERVICES

Shelburne Public Schools
U. S. Post Office

INSURANCE AND REAL ESTATE

William Coates Insurance
Jack Lance Insurance
Charles Nash Real Estate

MANUFACTURERS

Allis Cabinet Shop
Beckwith Cabinet Shop
Frank Mann — Pottery
Rice Lumber Company
Shelburne Industries
Shelburne Harbor Shipyard and Marina
Woodbury's Woodware, Inc.

MOTELS, CABINS AND HOTELS

Brookside Motel
Champlain Cabins
North Star Motel
Shelburne Hotel
Shelburne Inn
Sunset Terrace Motel
Sandman Motel
Windmill Cabins
Yankee Doodle Motel

NURSERIES AND TREE SERVICE

Chadwick and Guyette
Gardenside Nurseries, Inc.

RECREATION AND ENTERTAINMENT FACILITIES

- Burlington Drive-In Theatre
- Champlain Riding Stables
- Champlain Marina Yacht Club
- Shelburne Craft School
- Shelburne Museum
- Stop & Putt Miniature Golf

RESTAURANTS

- Brookside Restaurant
- Captain's Table – Shelburne Harbor & Marina
- Harbor Hideaway
- Pleasant View Restaurant
- Salad Bowl Restaurant
- Shelburne Inn
- Shelburne Hotel
- Stewart's Root Beer

RETAIL SALES

- Antique Shop (next to Woodbury Lumber)
- Eugene Collette – appliance sales and service
- Gadue's Antiques
- Mann Stoneware and Gift Shop
- Marcotte – appliance sales and service
- O'Halloran's Furniture Store
- Old Shingle Barn – antiques
- Ramsden's Paint
- Rice Lumber
- White Gun Shop
- Woodbury's Woodware and Gift Shop

MISCELLANEOUS

- Admiral Factory Service
- American Oil Company – bulk tanks
- Ann Perry – hairdresser
- Barber Shop (near Woodbury Lumber)
- Burlington Trailer Sales
- Champlain Marine Sales
- Cowles & Bausch – architects
- Excelsior Press
- Fisher Trucking
- Gecewicz Produce Stand
- M. M. Farrell – truck garden, orchard
- Mitchell – fuels
- Munson Earthmoving, Inc.
- Shelburne Craft School
- Shelburne Farms
- Southern Acres
- Vermont Marble
- Walter Ball – sawmill manufacture and retail

HECKMAN
BINDERY INC.



SEPT 95

Bound-To-Please® N. MANCHESTER,
INDIANA 46962

